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Present  
The  
History  
Of  
Lincoln Park  
In  
Celebration  
Of*



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*A History*  
  
*of*  
  
*Beavertown*  
  
*and*  
  
*Lincoln Park*

Compiled and Edited by L. S. Kimbark  
Published by the Lincoln Park Jaycees

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The Lincoln Park Jaycees are proud to have a part in bringing this History of Lincoln Park into final printing.

We are deeply grateful to Mr. L. Stanley Kimbark for the many hours he has devoted to the researching and compiling of this history for all of us to share.

We hope that those who read it will share with us the pride we feel in our borough and its heritage.

James H. Smith, *President*  
Lincoln Park Jaycees

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## *Preface*

"The history of a nation is only the history of its villages written large. The significance of local history is that it is part of a greater whole."

Woodrow Wilson  
May 16th, 1895

When one is interested in history, especially local history, it is interesting and fascinating to attempt to weave a whole fabric out of the scattered events which have taken place here over a period of several hundred years.

There is a wealth of historic interest in connection with our town and the surrounding countryside. However, due to the fact that for the first hundred and twenty-five years of its existence no such name as Beavertown or Lincoln Park existed, there is a scarcity of information available. This area was just a nameless part of Pequannock Township, except for occasional references to Two Bridges.

The newspapers of earlier days did not have the broad coverage of news enjoyed by the newspapers of our time and one looks in vain through the papers prior to 1900 for any reference to our community. Care has been taken to record the most important historical data and all available records have been searched and verified where it has been possible to do so. The memory of some of our older residents has been relied upon and without their help it would not have been possible to write of many of the incidents here recorded.

My purpose in covering a bit of the history of nearby hamlets, the canal, and the railroads, has been to give the reader a clearer picture of the times, for all three are closely interwoven with each other and with the settlement and development of Lincoln Park. This history is submitted with the hope that the reader will not only enjoy reading it, but having done so will possess a greater understanding and appreciation of those early pioneers and institutions contributing so much to the development of our State and town, celebrating in 1964 the 300th anniversary of its settlement by the English.

L. S. Kimbark  
(1962)



## *Early Settlements*

Before the Pilgrims landed at Plymouth Rock in 1620, as a result of the explorations of Henry Hudson in 1609, the Dutch had established small trading posts at Fort Orange (Albany), and at New Amsterdam (New York City). Quite possibly a few adventurous white men were already living on the Jersey side of the Hudson across from New Amsterdam.

Captain Cornelius Mey, under the employ of the West India company, in 1623 had entered the South River and established Fort Nassau, a few miles below what is now Camden on the Delaware River.

Information regarding these early settlements is scarce because the official New Netherlands records before 1683 have been lost, except for a few valuable extracts and excerpts. The proceedings of the States General contain little information because the colony was in the beginning under the private control of the New Netherlands Company founded in 1614. That information is limited to a few letters and occasional reports and notes of travelers.

In 1630 Michael Paaw, one of the directors of the West India Company, purchased from it a considerable tract covering what is now Jersey City and Hoboken, giving it the name of Pavonia. After a few years, having had trouble with the Indians, he turned it back to the company. The Pavonia site during the ensuing 30 years, was the scene of two terrible Indian massacres, and except for Pavonia Avenue, Jersey City, the name has disappeared. Another settlement was made in 1633 by Michael Paulusen at a site he called Paulus Hook, and another at Communipaw — both part of what is now lower Jersey City.

This settlement was moved in 1660 to what is now Bergen Square, Jersey City Heights, and the first Reformed church in New Jersey was erected there in 1682. The village was known as Bergen. Governor Stuyvesant, fearful of the Indians, insisted that the square be protected by a strong palisaded fence. The tract was divided into 32 plots and was intended to be the capital of the area.

In the winter of 1661 Willem Jensen was appointed official ferry



master, so it may be assumed there was more or less constant travel between both shores of the river.

In 1641 another settlement was made by the Dutch at Hackensack and a Reformed church was established there in 1686.

In 1643 trouble arose between the Algonquins and the Mohawks. A thousand Indian refugees had flocked to the oyster beds at Pavonia seeking the protection of the New York Governor Kieft. He traitorously sent a raiding party which murdered over 80 of the unsuspecting Indians. Eleven of the Algonquin tribes took up the hatchet and every trail between the Housatonic River in Connecticut and the Raritan and Delaware Rivers, saw burning homesteads and corpses. Hackensack was burned to the ground. Even part of upper New Amsterdam was destroyed.

Peace was restored in 1645, but war broke out again ten years later. Before daybreak September 15, 1655, some 2000 Algonquins from Esopus, Hackensack and Stamford landed at New Amsterdam. Hoboken, Pavonia, and Staten Island were again put to the flames. Within three days 100 settlers were killed, 150 were captured, 300 houses and cabins were burned, and over 500 cattle were killed or driven away.

Peace was restored once more in 1660, but war broke out again in 1663 and lasted a year. A final peace was made in 1664 and from then on there was no more trouble with the Indians.

While the Dutch were establishing themselves in the eastern part of the state, the Dutch and Swedes were active in the vicinity of Cape May and along the shores of the Delaware River.

The Dutch were at Cape May as early as 1629. It is also quite possible that Dutchmen were living along the Delaware River before 1650 in what is now the western part of Warren and Sussex counties. Early travelers and historians tell of gold, silver and lead mines being operated and the products transported north 100 miles to Esopus (Kingston, N. Y.) on the Hudson. This road, known as "the old mine road," is the oldest highway in the United States. Traces of it can still be found in isolated sections of northern New Jersey and Ulster and Orange counties in New York state. The Swedes, further south, apparently made settlements as early as 1637 or 1638. They called the country New Sweden and consecrated a church as early as 1646.

The Dutch and Swedes held common possession of southern Jersey until 1654 when Governor Stuyvesant appeared in the Delaware with a small fleet and demanded complete authority for the West India Company. While this settlement by the Dutch was going on the English moved in, taking possession of New Amsterdam in 1664. The same year, before

taking possession of New Amsterdam, Charles II granted to his brother, the Duke of York, the region extending from the western bank of the Connecticut River to the eastern shore of the Delaware River together with the adjacency of Long Island, conferring with the grant all the powers of government, civil and military. The grant disregarded alike the actual possession of the Dutch and the charter of Connecticut. As soon as he obtained this grant the Duke conveyed his proprietary power to Lord Berkeley and Sir George Carteret of all that land now forming the State of New Jersey, the northwest boundary reading "to the northernmost branch of the Delaware River which is in 41 degrees 40 minutes of latitude and thence to Hudson's river, the tract to be known as 'Nova Caesaria' or New Jersey."

This New York state — New Jersey boundary line was not to be clearly defined until after the Revolutionary War. Today, traveling along the highway from Port Jervis, N. Y. to Ellenville, N. Y., one will notice a marker quite some distance into New York stating it marked the original northwest boundary claims of New Jersey.

To induce settlement the proprietors offered every freeman embarking with the first governor 150 acres of land, provided he equip himself "with a good musket, bandoliers and match equipment convenient." They promised 75 acres of land to slaves over 14 and a similar acreage to every Christian servant upon the expiration of his or her time.

Liberty of conscience was guaranteed and each parish allowed 200 acres for its minister. Liberty of conscience, however, did not permit such license as atheism, cursing, murder or "indulging themselves in stage plays, masks, revells or such other abuses."

The first English settlement was made at Elizabethtown in August, 1665. The first General Assembly met there and continued to do so until 1686 when Perth Amboy took over. These settlers were from New England, England and Long Island.

Settlers from Connecticut founded Newark, or as it was then called, Milford, in May, 1666. Other settlements were made at Woodbridge and Shrewsbury.

The tendency of the Dutch was to follow the valleys while the English climbed the hills and the mountains over into the western part of Essex and what is now the eastern part of Morris County. To a people who had come from the Netherlands where farms lay below the level of the Elbe and the Rhine, held back by dikes, the low-lying lands along the Passaic seemed a paradise. Also within a hundred-mile radius no such countryside offered the opportunity for trapping fur bearing

animals as the Little and Big Peace meadows. In this industry the Dutch were far more successful than the English.

In 1684 a number of Dutchmen from Bergen secured from the Indians a large tract of land bordering the Passaic north of the Newark line. These Dutch settled around what is now Great Notch and Cedar Grove. Others continued on to settle around Singac, Fairfield and Horseneck, or what is today Caldwell township.

However, some years before a large conveyance of land had been made by the East Jersey proprietors to one Thomas Lane and associates of all the land lying between the First Mountain and the Passaic River to the west, taking in Livingston, Hanover, Pinebrook and Horseneck. The original Indian deed had been previously destroyed by fire and the first armed resistance to authorized government in New Jersey occurred in 1740 when an attempt was made to oust these early settlers. The dispute was not settled until 1770. History refers to these riots as the "Horseneck Riots."

In 1673 John Fenwick, a Quaker, purchased from Lord Berkeley his half interest in New Jersey. Edward Byllynge, also a Quaker, associated himself in the purchase and soon difficulties arose between them. William Penn was appointed to act as arbitrator. Penn awarded Fenwick one-tenth of the purchase together with money and nine-tenths to Byllynge. The following year Byllynge found himself in financial difficulties and made an assignment for creditors to Penn and his associates. Subsequently Fenwick's tenth passed under their control.

The actual separation between the colonies of East and West Jersey took place in 1676 when a quintipartite deed defined the interests of George Carteret for himself and for Penn and his associates. To Carteret was awarded East Jersey. To Penn and his partners, West Jersey. Due to errors in surveying it was many years before the boundaries of each were clearly defined. This proprietary form of government continued until 1702 when the legislative and judicial powers passed to the Royal Governor of New York.

In 1738 the first Royal Governor of New Jersey was appointed and the colony became a Royal Province in its own right.

The East Jersey Board of Proprietors formed in 1684 has a unique history. In 1681 Penn and his associates bought the eastern half of New Jersey from Lady Carteret and later formed this board. It has continued to operate down to the present time and is the oldest corporation in the state. When the purchase was made, to make up the purchase price of \$17,000.00 (a large amount in those times), Penn and his associates invited 12 others to join them.



The original 24 purchasers divided their shares into quarters and the present stock still consists of ninety-six quarter shares owned by about 60 individuals. Every present-day tract of land in east Jersey can be traced back to the original transfer, and every piece of land to which no transfer of title can be shown is still claimed by the Board.

Acquacknonk (Clifton and Passaic area) was settled in 1678 and then came a settlement in the vicinity of Pompton.

Captain Arent Schuyler of New York City and what is now Belleville had established a reputation for successful dealings with the Indians, and had been sent on a special mission by the governor of New York to the Minnisink Indians on the Delaware. While on this mission he passed through the country around Pompton and was greatly impressed.

Schuyler also owned and operated the first copper mine in the United States at Belleville. In June, 1695, Schuyler in association with Anthony Brockholst, who had been Lt. Governor of New York, and others purchased from the Indians "that territory lying between the Passaic on the south and the Pompton River on the north, and that between the hills on the east and west." In November of the same year they purchased 5,500 acres lying east of the Pequannock River from the East Jersey Proprietors. This tract was divided into three patents.

In 1696 Schuyler and associates purchased an additional tract of 1,500 acres as well as other lands on the west side of the river, including what is now Pompton Plains and Lincoln Park.

Actually the first record we have of a land sale in this immediate locality was in April, 1694, when the Proprietors and an Indian chief named Mengooticus sold to Samuel Harrison and Daniel Dodd of Newark a large tract of land on the south side of Hook Mountain lying roughly between Two Bridges and the Rockaway River. A part of this tract was included in the Schuyler-Brockholst purchase. By 1700 Dutch settlers were located on the Morris County part of the purchase. Part of the Lincoln Park tract remained in the possession of the Schuyler heirs for over 100 years.

In 1699 one Gerbrand Claessen (Garrabrant family) bought land from George Willocks in "Pequanic" and established himself there. Part of the purchase (208 acres) came into possession of Johannes Schermerhorn in 1752 and he sold it to John Dodds in 1769. Our Chapel Hill School and the Municipal building stand on this tract today.

About 1712 William Penn and associates took up a large tract covering what is now Pinebrook and Montville township.

By 1700 there were four or five families settled in Pompton, a few in Preakness, and about ten families at the Ponds (Oakland).

In 1707 a deed was given by one Thomas Hart. It was dated Nova Caesarea, Bergen County and mentioned a mill at the falls of the Pompton River.

A Reformed Church was established at the Ponds (Oakland) in 1710, the first church in these parts.

About 1736 a Reformed Church was built at Pompton Plains, although the Ponds church had maintained an out-station there from around 1713. The first settler in what is now Paterson apparently did not arrive until around 1719. Totowa was settled in 1720.

In 1720 a Reformed church was established at Fairfield and another at Montville in 1756, one preacher taking care of all three churches.

On the Schuyler tract in this area the names of some of the early settlers were the DeHarts, Dods, Post, Morrison, Cook, Van Ness, Dey, Young, Van Houten, Berry, Ryerson, Mead, Mandeville, Zeliffe, Terhune, and Van Reyper. Familiar names along the Passaic Valley section were Mandeville, Mead, Vreeland, Doremus, Van Dyne, Young, Van Ness, Kerris, Van Reyper and Low. With a few exceptions these names are still with us.

Researchers into local history are handicapped by the fact that until 1825 there was no such place as Beavertown or Lincoln Park. The area was simply a part of Pequannock Township and even the early records of the township seem to have disappeared.

Pre-Revolutionary War maps and war records show Two Bridges and one of Erskine's maps shows the area as "The Drowned Lands," referring of course to the Passaic Valley section. As early as 1730 one Derrick Dey purchased a tract of 200 acres at Two Bridges, the purchase including land on both sides of the Pequannock River. In the final settlement of the East-West Jersey boundary dispute the Passaic River marked the dividing line as far as Two Bridges through Morris County from which point the Pequannock River marked the boundary north-westward.

We also know that before the Revolution Jacob Van Wart operated a tannery and hat factory at the Two Bridges and from the tanned skins and hides he later manufactured caps and shoes for the Continental Army. There also existed at the time a general store and several houses. This was a logical place for a settlement because the few roads that existed were little more than Indian trails. The natural means of travel was by canoe. The Indians from as far away as "The Long Pond"

(Greenwood Lake) could use these streams eventually reaching tide water with only two portages, one at the Little Falls and the other at Paterson. Also the Passaic could be forded at the Two Bridges.

Two goodsized Indian campsites were in this immediate area. One was along the flatlands bordering what is now Route 202 between Mountain View and Lincoln Park center and the second lay along the ridge near the Passaic in Peace Valley. Over the years hundreds of artifacts have been discovered — Chas. Philhower in “Indian Lore of New Jersey” refers to an especially interesting burial site he uncovered at Lincoln Park. Large Indian campsites also existed on Pompton Plains and along the Passaic at Singac.

## *The Revolutionary War Period*

At the outbreak of the Revolutionary War it has been estimated that between the first Wachung Mountain and the Upper Passaic Valley there were less than 200 families in a 50 square-mile area. Our own area was possibly less densely populated.

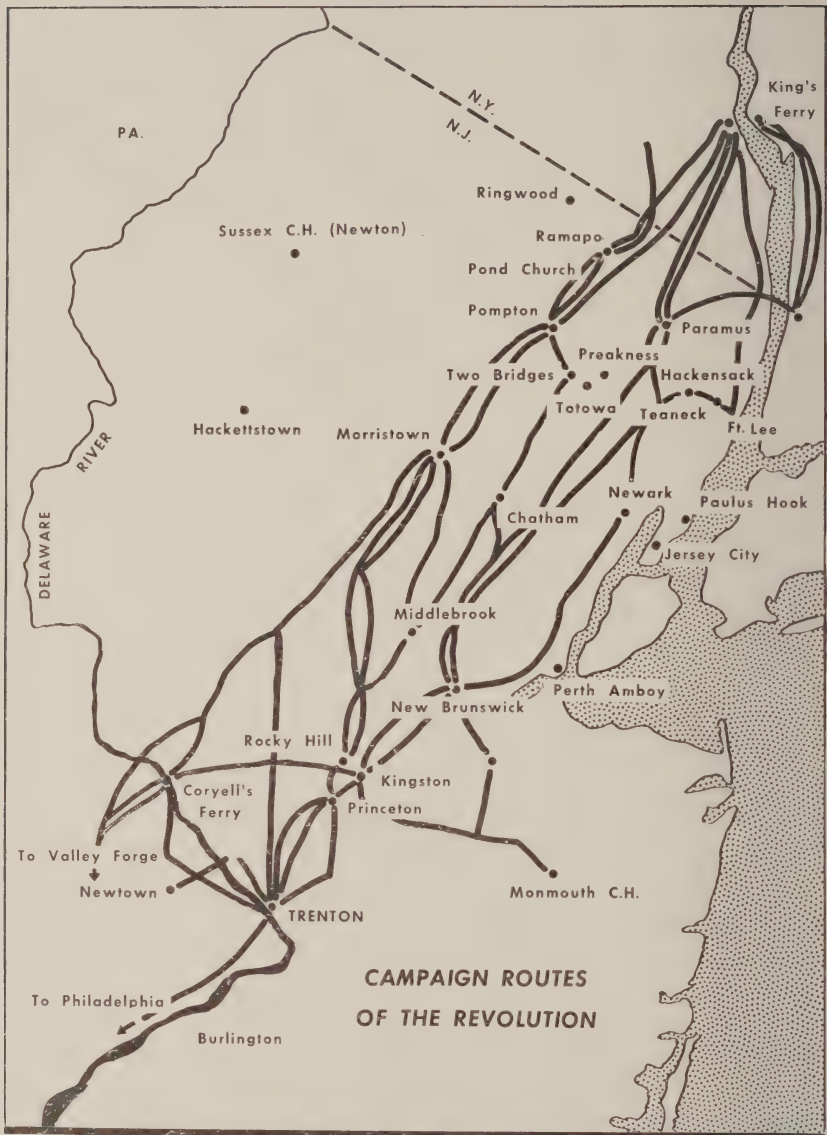
In November, 1779 General De Kalb's comment on marching from West Point to Morristown via Pompton was “country almost entirely unpopulated, many soldiers died on march due to the cold, bad weather, horrid roads, no protection from rain or snow.”

During the war the roll of the drum and the sound of marching feet were often heard at the Two Bridges. Two Bridges was known as Camp #14 in September, 1780, and as Camp #3 in October, 1780.

There are in the New Jersey Historical Society two letters written by Col. Charles Stewart of the Continental Army dated 1780, indicating a Commissary at Two Bridges and complaining of lack of provisions for the troops. He also refers to signal towers being established on Hook Mountain nearby. The road over Two Bridges leading toward Horseneck (Caldwell) and Pinebrook was one of the important military routes, extending from the Hudson highlands to Morristown. Also as shown from the following letters it was used as a road from Ringwood and Pompton to Morristown.

The signal towers referred to were several of a long system of such towers extending from Pluckimien and Middlebrook on the south to





The road over the Two Bridges was one of the important military routes of the Revolution.

Orange County, New York, on the north, a distance of about 100 miles. Its central point was on Hobart Hill, Summit, overlooking a vast area toward the east. Careful watch was kept day and night, sentries relieving each other at stated intervals. A crib-like tower was built of dry rails and on top of this a barrel of tar was kept ready to light at a moment's notice. In rainy or cloudy weather at certain points old eighteen pounders were ready for use.

From the orderly book of the Jersey brigade dated:

July 30th, 1780.

Jersey Camp near Two Bridges.

Parole

Captain for this day from the first regiment

Adjutant—Whitlock

Officers for to-morrow—Captain from the 4th

Adjutant—Halsey

A brigade general court martial to set to-morrow morning at 8 o'clock for the trial of such persons as may be brought them. Col. Ogden appointed president. The first regiment furnishes 3 Captains and 3 subs. The 4th, one Captain and one sub. The 2nd, 2 Captains and 3 subs.

Mr. Pemberton is appointed Judge Advocate.

The court to set at the Presidents marquee.

Details for guard this day will parade at two o'clock this afternoon.

Those for to-morrow to parade as usual at troop beating.

The 4th regiment furnishes the camp guard to-morrow.

Another entry from the orderly book dated:

Jersey Camp, Two Bridges.

July 31st, 1780.

Parole

C signs

Captain of the day for to-morrow from the second regiment.

Adjutant—Talman.

At a brigade general court Marshall (cq) held this day (by order of Col. Shreve commanding the Jersey Brigade) where of Leut. Col. De Hart is President, Moses Compton and David Jenkins, wagoners, were tried for having lost, stole or embezzled a hoagshead of rum the property of the States, for which Moses Couples passed a receipt to Stephen Lowrey.

The court were of the unanimous opinion that the wagon

was overset by an unavoidable accident and that the prisoners were innocent of fraud.

The commandant approves the sentence of the court.

The first regiment furnishes the guard to-morrow.

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After orders July 31st, 1780

The brigade is to march with their baggage at 4 o'clock precisely to-morrow morning. The general to beat at 3.

Waiters who bear arms are to march in the ranks.

One days provisions to be drawn and cooked immediately.

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The orderly book of General Washington 1779-1780 reads:

\*\*\*\*application to be made to-morrow to the Deputy Clothier General near the two bridges for the respective proportions of shoes for the troops.

A later entry reads:

Hdqts. Preakness, July 12th, 1780.

\*\*\*\*"the Post Office is kept near the two bridges."

As early as July, 1777, General Sullivan of the Continental Army was encamped at Pompton Plains, Washington having his headquarters nearby "in a little frame house on the banks of the Wynocki which stands at the bend of a road leading from Ryerson Furnace to the Passaic County hotel."

Several times during the years 1777 to 1781 the Continental Army was encamped at the Plains, Totowa, Pompton and Two Bridges. In 1780-1781 the American encampment was on the ridge along Jacksonville road just above The Bog and Vly, while the French troops were encamped at Totowa. Washington made his headquarters at the Dey mansion in Preakness in 1780. It was at Pompton that the mutiny of the Jersey Line occurred on Jan. 20th, 1781.

Roger Erskine, manager of the Ringwood mines, was appointed by Washington to be Surveyor General of the Continental Army. Erskine drew a series of maps of New Jersey which today are considered the most authentic map records of the Revolutionary period. One of these maps indicates only three places in what is now Lincoln Park although there undoubtedly were others. The houses listed are: John Dods tavern, John Dods house and Thos. Dey house. Two are still standing. John Dods tavern is the old stone house at the center of town. John Dods house is on Highland Street just off Chapel Hill. If Washington never





"Keep upon the road from Pompton to Morristown until you come to a place by the name of Dodds Tavern." Erskine's maps of this area all list Dodds Tavern and several list his house. Dodds Tavern, on Boonton Turnpike just off Main Street, is shown in top photo about 1930 when it was known as The Stone House. Dodd's house on Highland Street was built around 1770.

actually stopped at John Dods tavern he certainly was familiar with the place and surrounding countryside as shown by the following letters:

Col. Tilghman to Col. Van Courtlandt.  
Chatham, 27th, August, 1781.

Dear Sir,

His Excellency desires me to inform you that he found the road by Ogdens Iron Works difficult for the boats, he therefore wishes you to keep upon the road from Pompton to Morristown until you come to a place by the name of Dodds Tavern, you there turn to the left and proceed to the fork of the Passaic—from thence you will take the same road upon which the artillery moved to this place—it is by the way of Col. Cooks.

I am dear sir, your most obedient servant

“T. Tilghman.”

The road described is what is now Chapel Hill—Pinebrook road to Two Bridges.

Colonel Van Courtlandt's reply to General Washington reads:

Pompton, August 28th, 1780.

“Dear General,

I have just received your excellencys orders of this date and shall march on the road you are pleased to direct, but from the information I have the best route is by the way of Troy to the turn by Bulls Tavern and then the road is very direct to Chatham, the distance 24 or 25 miles. The regiment is encamped near the Yellow House (Curtis Tavern, Pompton) some of the boats are three miles to the rear, so that it will be Friday morning about nine o'clock before they will be in. If your excellency should think proper to direct my route thru Troy an express may meet me where the road turns off at Dods tavern to-morrow morning at nine o'clock.”

In another letter to Col. Van Courtlandt, Washington writes as follows:

“Sir,

You will take charge of the clothing, the boats, intrenching tools and such other stores as shall be committed to your care by the Quarter Master General. With these you are to proceed (in the order they are mentioned) to Springfield, by the way of Sufferans, Pompton, the two bridges and Chatham. When you arrive at Springfield you will put yourself under the order of General Lincoln or other superior officer commanding at

that place. You will also if occasion should require it alter the above route agreeably to orders from either Major General Lincoln or the Quarter Master General. You will be particularly careful to collect all your men that are in a proper condition to march and will use your best endeavors to prevent desertion.

Given at Kings Ferry this 25th day of August 1781."

To Colonel Courtlandt

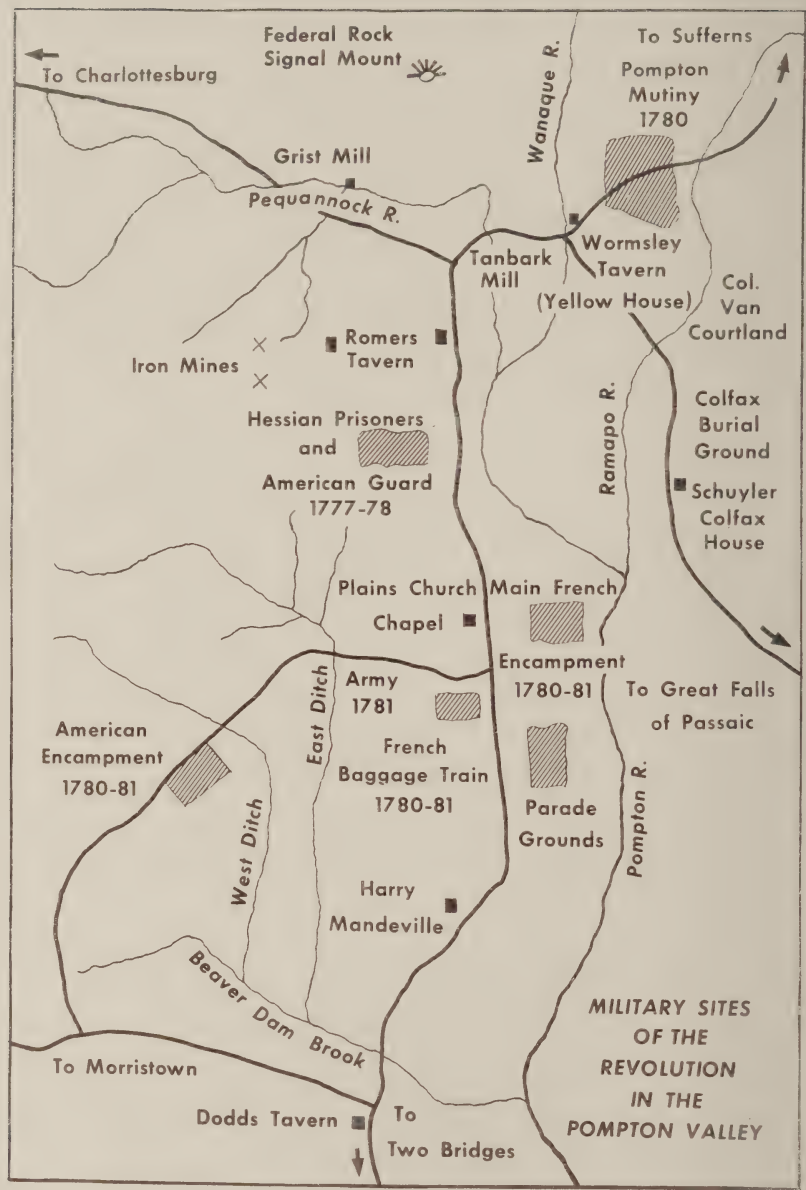
George Washington

Dr. Joseph F. Tuttle in his book, *Annals of Morris County*, writes:

"An aged woman, Mrs. Elizabeth Doland, died at Mt. Hope, Morris County in 1852 more than 91 years old who once told me that when 11 years old she was living at Walmsley's tavern at Pompton when the trophies of Burgoyne's surrender were passing through on their way to Morris County where they were to be stored. She had been to a neighbors house and on her return found the house in a commotion. In the bar room was a heap of curious brass instruments which belonged to a German band captured with Burgoyne's Army. She says that during the three days the band remained she had music enough and was glad when it was gone. The artillery and stores were drawn by oxen and Mrs. Doland says that some of the cannon required three yokes. The train passed from Pompton to Morristown through Montville, Troy and Hanover. \*\*\*\*On the road from Morristown to the Plains, just as you are descending the hill, was the house of a Mr. James Young the garrett of which was filled with drums, band instruments and other accutremments requiring shelter. Dr. Condit says he has often when visiting at Mr. Young's house, amused himself with beating the drums there stored."

The Thomas Dey House is apparently not the old stone house now standing at Two Bridges. History tells us that around 1900 while alterations were being made the numbers 1-7-7-9 were found which would indicate 1779 or 1797 and it is unlikely that in the troublous times of 1779 any building of private homes was being done. Two previous houses had stood on the site and burned. The Thomas Dey family burial ground was here.

Thomas Dey's wife, Abigail, lived to be 96 years of age. In 1899 there were people still living who could recall her telling them how she had seen Washington's army crossing the Two Bridges.





It is likewise said that upon one occasion the bridge across the Passaic broke through due to the heavy baggage wagon upon it.

John Dod's tavern, lying as it did along the road from Ringwood to Morristown, must have entertained many people of importance. Who knows but that the great General himself might have stopped for refreshment as he was a frequent visitor at Ringwood, and frequently passed through on his way to or from Morristown.

Ringwood was one of the most vital places for the success of the American effort. Its iron mines and forges were strategically located in what was more or less an inaccessible region for a quick raid from New York. At the same time it was close enough to West Point and Morristown to deliver cannon, cannonballs and other war material quickly to the Continental Army. The mines and forges were unique in that they constituted a self-sustaining community in what was at that time a wilderness.

The following advertisement in the *New Jersey Gazette* in 1781 gives us a good description of the area at the time of the revolution, and illustrates the Dutch influence still prevailing after 100 years of settlement. It is the advertisement of "The Yellow House Tavern" which stood where the monument now stands on the Hamburg Turnpike at Pompton Lakes.

"The subscriber in Pompton on the great road from Boston to Philadelphia has fitted up the Yellow House Tavern. Just 20 miles from Morristown, 30 from King's Ferry, and 45 or 40 from New Windsor, where his stables fit to hold twenty horses are well supplied and carefully attended, and his house in every way well supplied and furnished. All the roads for a few miles around us are safe and direct and every gentleman who will ride a little while in the evening to reach us may depend on getting quarters. The gentlemen, our customers, shall be free from any noise but what they choose to make themselves as we are unencumbered with children or country custom being ourselves young, unmarried people and neighbors choosing to drink beer at their own houses. They shall find the newspapers of three different printers kept for their perusal with a small collection of books and other amusements. Though abroad they shall be at home, find English fare in a Dutch country and the landlord their most humble servant."

As to the roads being safe, a news item dated Chatham, Sept. 11, 1781, reads.

"Mr. Constant Cooper, post rider from Morristown to Fishkill, was

taken with the mail at Pompton the first instant by a skulking party of the enemy and carried to New York." Some of the correspondence taken was printed later in the *Rivington Gazette* in New York. Pompton at the time extended clear up to the New York line. That the British kept themselves well informed as to the movement of the Continental Army is shown by the following news item which appeared in the *New York Gazette* under date of July 17th, 1780:

"General Washington's Headquarters we hear is at Col. Dyes at a place called the Little Falls of Passaic about 20 miles from Newark and the greatest part of his army are encamped from Horseneck upwards to the westward of the Passaic."

Tradition tells us of one Samuel Ryerson whose house stood near where the Benjamin homestead now stands on Main Street in Lincoln Park. Ryerson was a Loyalist and joined the British in New York. While leading a raiding party near Whippany he captured a Continental whom he recognized as one of his former neighbors. He permitted the man to escape in order to notify the community of its danger. However true the story, we do know that Samuel Ryerson lived here and the Morristown records show that his property in 1780 was confiscated and sold by the authorities.

He was wounded and taken prisoner at the Battle of Kings Mountain. Later he was exchanged and at the end of hostilities had attained the rank of colonel. Feeling was so bitter against Loyalists he and his brother removed to New Brunswick where the British had granted him 3,000 acres of land. Later the government made an additional grant of 3,000 acres in Upper Canada. He finally settled on the shores of Lake Erie where he founded the town of Port Ryersi.

## Morris County

Morris County was created out of Hunterdon County in 1738, and at the time included what are now Warren and Sussex counties. The census of 1745 showed a population of 4,436 including slaves. In 1753 Sussex County was formed out of Morris and subsequently Warren County was formed out of Sussex. Pequannock Township was the largest township in Morris County. Until after 1800 it was sparsely settled, most of its inhabitants, aside from those employed in the mines and forges, being farmers. The township covered 74,000 acres and was roughly 16 miles in length and 11 miles in width. It included the area from Green Pond to Rockaway. Powerville and what is now Boonton Township, Montville, Butler, Pompton Plains, Riverdale to Two Bridges. The town of Boonton was in Hanover Township. The population of the township in 1830 was 4,451 including slaves. Gorden's *History* tells us "in 1832 there were in the township 8 stores, 9 saw mills, 5 grist mills, 37 tan vats, 2 distilleries, 30 chairs (sulkies) 14 forges for making iron, 1 furnace, 1 four horse stage, 4 rolling and slitting mills, 690 horses and mules and 2265 of meat cattle above three years of age. The state tax was \$574.00 and the county tax was \$1,285.00."

As early as 1786 the state legislature had passed an act authorizing the draining of the "Bog and Fly" meadows. Part of the act was repealed in 1811, at which time the legislature enacted legislation authorizing "The Bog and Fly Company" to drain the lands in the vicinity of the Beaver Dam Brook and granting the power to levy assessments against the property owners benefitting therefrom. The east and west ditches are the results of its efforts. The company ceased to exist in 1901. The Newark-Pompton Turnpike was not authorized until 1806 being one of the first of several important highways built by the state in the early days of the turnpike and plank road. A toll gate was operated at Singac. The Paterson-Hamburg turnpike was authorized the same year.

The surray with the fringe on top and the buggy which we generally associate with early times did not make their appearance until after the Civil War. One walked, rode horseback or in a crude box on wheels

drawn by horses or oxen. If a stream was available the canoe was used. A few fortunates possessed what were known as "chairs." The chair resembled a rocking chair slung between two wheels and that it was a prized possession is attested by the frequency it is mentioned in the early wills, its use generally being given to the widow or favorite daughter. As late as 1816 to own and use a chair and harness one had to purchase what was called a certificate. This certificate cost the owner the sum of four dollars, a large amount for that time. Social life centered around the church which frequently would be six or more miles away. Travel was naturally limited to the mode of travel available to the individual.

Most of the food and clothing needed the farmer produced or made on his own land. Newspapers were rare, novels as we understand them were unknown. The most-read book was *The Holy Bible*.

Barber and Howes *History* (1840) states: "in 1791, there were only six post offices in New Jersey. The total receipts for the year ending October 5th, 1791, was \$530.00."

It is an interesting fact that in 1790, of the ten largest cities in the state today the names Paterson, Passaic, Bayonne, Jersey City and Camden were not in existence. Many of the names of small communities adjacent to our own town have disappeared having been absorbed into larger places with different names. Some of these places would be Clinton, Franklin, Boardville, Stone House Plains, Ryersons, The Ponds, Decker-town, Whitehall, Glenview, Ottawa and Smiths Mills. Totowa was at one time known as Manchester.

Jacksonville was always a separate and distinct community from Beavertown and as late as 1912 was shown as such on a road map of the state. When the Morris Canal was opened new names began to appear along its route. What is now Mountain View was called Meads Basin and our own community was called Beavertown because of the many beaver found in nearby streams. In between these two places was a spot called Van Houtens.

Many of the farmhouses of the early days are still with us, proud in their memories, although considerably altered in appearance inside as well as outside. The old stone house on Pine Brook Road, now occupied by Mr. George Breitingner, bears the date 1793. It was the homestead of a large farm owned by the Mead family.

The Vreeland farm, adjacent to it and presently being converted into a golf course has been in the Vreeland family for three generations dating back to around 1840. Toms Point, on the river part of the property, has for many years been the happy hunting ground for those seeking Indian artifacts. Some interesting fossils have been found in a nearby stone



The Breitinger House on Pine Brook Road about 1900. House was the Mead homestead and bears date of 1793.



quarry. Adjoining the Vreeland farm is the farm that over 125 years ago belonged to Isaac Mandeville. It has been in the same family for four generations, the small, white, frame homestead at present being occupied by Mr. Merton Young, a grandson of the builder.

The Two Bridges Inn was for many years the home of the Post family and the farm extended back into what is now Ernstville. The Posts inherited the farm by marriage from Thos. Dey, the son of Derrick Dey the original settler. The Reverend George W. La Baw in his *History of the Preakness Church* (1902) writes:

"The old Derrick Dey homestead stood in Morris County, at the Two Bridges a few rods west or rather a little northwest of the comfortable and well preserved stone house of Flemish cottage architecture at present owned and occupied by C. H. Post who was born in 1820. Derrick Dey died at the age of 91 and was buried on the homestead farm, a short distance back of his buildings although his grave is not marked by any tombstone or monument.

"John Dey, the son of this Derrick Dey kept public house in the old Dey homestead and the house may have been used as a tavern by his father. According to the testimony of eye witnesses related to older men still living (1899) Washington, Lafayette and other officers of the American Revolutionary Army were entertained here upon occasion."

The house was destroyed by fire in 1846 or 1847. The La Baw history further states there was a tombstone on the Derrick Dey burial ground, or present Post farm, reading:

"In memory of Abigail, daughter of Simon and Jane Doremus, who died June 30th 1886 aged 11 years, 11 months, 9 days."

This was the grand child of Thos, and Abigail Dey who were then living on the farm. It would be interesting to know the fate of these graves and tombstones.

The old Fairbanks homestead on Pine Brook Road near Boonton turnpike now occupied by Mr. and Mrs. Kalata was built before 1840. Johnathan Fairbanks purchased the farm from the estate of Henry Van Houten who was one of the signers of "The Committee of Safety." This was a group of Pequannock citizens formed at the start of the Revolutionary War whose duties were to watch the activities of certain residents suspected of Loyalist leanings. The farm extended across the canal to Beaver Dam Brook.

The Ryerson homestead on Boonton Turnpike is one of the oldest houses in town and the name has for several hundred years been prominent in North Jersey affairs. Ryersons lived in this area as early as 1710.

The Jerimiah De Hart homestead on Ryerson Road, now occupied by Mr. and Mrs. W. T. Wagner, Jr., was built early in the nineteenth century, apparently upon the foundation of an earlier house. The earliest records mention the name. John Dod's house on Highland Street and John Dod's tavern in the center of town are the two oldest houses in Lincoln Park and date back to 1770. The original John Dod farm consisted of 208 acres taking in both sides of Chapel Hill and most of what today is the Borinski property.

The Benjamin homestead is one of the finest examples of post-colonial architecture to be found in these parts. The farm extended from the



Main Street around 1900. The house is the Benjamin homestead.

Towaco line over to Pine Brook Road on the east and south and into the Bog and Vly on the north. It remained in the Benjamin family for over 115 years only recently changing ownership. Practically every early 19th century record of Pequannock Township shows a Benjamin taking an active part in local and county affairs.

What is now known as Comly Estates was long before and after the Civil War part of the farm of Peter Roome and later his son. More recently it was known as Parsons Farm. Several graves on the farm were said to have been the graves of slaves buried there. With the passage of time the stones have disappeared. The slaves probably belonged to the Mandeville family which held the farm during the Revolutionary Period to 1841 when Peter Roome acquired it. It was one of the largest farms in the area before 1800.

Nestling unobtrusively against the side of the hill at Mountain Heights and Grandview Avenues stands an early nineteenth century house of brick and stone construction. A wooden extension has been added in recent years. To our older residents it is known as the Henne place but for many years before the Civil War it was owned by the Stader family who purchased it in 1831. Along Boonton Turnpike just over the Towaco line are two old landmarks. One is the old stone house bearing a date of 1796 and the other across the road, now an antique shop, was once a general store catering to the canal trade. It stood at the top of the plane.

Probably the oldest house in the vicinity of Lincoln Park is the old Van Dyne homestead on Fairfield Road, Mountain View. Although reportedly built in 1705 it is still an attractive home. It is of stone construction.

Along Route 202, this side of Changebridge Road, stands one of the earliest examples of pre-Revolution houses. It is known as the Doremus homestead. Tradition has it that General Lafayette entertained his officers in the orchard at the rear of the house. It is small in size and one notices two entrances, a feature quite common in those days. One entrance was for the head of the family and as the eldest son married he lived in the other half of the house. Long, low, sloping roofs, a huge fireplace — the chimney being built entirely within the house and not outside as in most of the frame or log houses — and a narrow staircase leading to a loft above were typical of the Dutch architecture. The house generally faced south and in the Hudson River Valley and northern Jersey was built of stone gathered on the farm. On Long Island where stone was not so easily procured wood was used but the general lines were identical. An excellent book describing these houses and the families who lived in them is *Pre-Revolutionary Dutch houses and families in Northern New Jersey*

and Southern New York State by R. F. Bailey, sponsored by the Holland Society.

The John Dod house is shown in this book.

It is a sad commentary of our time that one by one these historic houses should disappear in the so-called name of progress. There were no idle rich in those early days. Life was hard. The settler was his own tool maker, carpenter, shoe maker, blacksmith, hunter as well as farmer. The housewife, with her daughters worked the garden, assisted in the harvest, made candles, butter, soap, and spun the flax or wool, weaving or knitting them into cloth for clothing, and found time to raise substantial families. She baked the bread, cooked the meals and milked the cows. The kitchen with its huge fireplace was the main living room and as matches were unknown the fire was never allowed to go out. At the New Year a fresh fire was built.

An account book for the years 1780 to 1789 kept by a blacksmith living at Rockaway, then in Pequannock Township, gives us a picture of some of the items in everyday use and the necessity for barter and trade in place of currency. The book consists of 21 sheets of heavy linen paper 13½ by 16½ inches, sewed through the middle and folded.

To:

Shewing all around .....	0: 4: 0
Seting shews .....	0: 2: 0
Sharping colter, sharpening irons .....	0: 1: 0
Making crain and 2 hinges .....	0:11: 6
Shewing all around with Stealters .....	0: 6: 0
Mending a saddill .....	0: 1: 0
A draw knife and hammer .....	0: 3: 0
1-62 nails and bailing a griddell and shewing .....	0: 6: 0
Bailing a tea citel and stove .....	0: 3: 0
3 stepels and boalt .....	0: 1: 0
Mending a candil stick .....	0: 3: 0

On the credit side it reads:

By the oxen to work .....	0: 2: 6
Thos. Lamson 1784 by soaling a pair of shews ....	0: 1: 0
By hog fat, by 8 of appils .....	0: 4: 0
Cornelas Hoglan	
By 4 gills of rum .....	0: 2: 0
By 1 of rum .....	0: 0: 6
William Winds 1782	
Cr. by cash, by wool, cheeses, beaf, flax, by a soard (sword) .....	0: 2: 0
By milk 35 .....	0: 5:10
By appills, by gras, by paster .....	



## William Mills 1785

By a duck .....	0: 1: 0
By 1 bu of weat .....	8/
By 3 q. of tiney (timothy) sead .....	3/
By 4 geas .....	10/
By 1 bu of turnips .....	2/
By 3 pigs way 75 .....	1: 5: 0
By a sheep .....	1: 0: 0

The spelling is not unusual for those times. The William Winds mentioned was possibly the most prominent man around Rockaway having been a general in the Revolutionary War. Let us hope the general did not part with his sword thru lack of funds. The currency system was based on the English although the coinage of many countries was in general circulation. As late as 1850 one of New York's largest stores continued to quote the prices of its merchandise in pounds, pence and shillings.

Generally a grist mill to grind the farmer's grain was within a 10-mile radius. After the Dutch settler cleared his fields and established himself he turned from his temporary log cabin and built his substantial stone dwelling.

There were few doctors in those days. The following recipe for dropsy was found within the pages of an old Kayhart family Bible:

## "Dropsey Cure"

1 qt. of whitewood, north side of tree  
 1 pt. horseradish (powdered fine)  
 $\frac{1}{2}$  pt. ground mustard  
 1 gal. old cider (hard)  
 Put in stone vessel and in cool place  
 Stir frequently 18 hours  
 Dose: wine glass full three times a day.  
 Be sure and keep bowels free.

If the patient lived the treatment was successful but undoubtedly the hard cider helped a lot.

At the time of the Revolutionary War there were two main roads in this area. Both roads started at Acquannock or what is today Passaic. The one road led to Pompton by way of Totowa continuing on to Ringwood with another road branching off at Pompton and leading through the Ramapo Valley to Suffern and the Hudson Highlands. The second road led to Morristown by way of Little Falls, Horseneck and Troy Hills. All other roads were little better than trails used for local traffic. They often crossed privately owned land with an occasional gate.

The road crossing the Two Bridges and leading to Horseneck became part of an important military route to Morristown and Chatham. Pine Brook Road, Chapel Hill, Two Bridges Road and what is today called Ryerson Road all date back to colonial times.

Two Bridges Road was known as the road leading from Two Bridges to the Plains and Comly Road was referred to as the back road from Beavertown to the Plains. Comly road apparently was opened shortly after 1800. Many early deeds use the center of the road as a starting point. Ryerson Road in the course of time has been straightened to some extent.

A recent title search shows that in 1769 John Dods granted a 60 foot right of way to the Crown for what is now Chapel Hill Road.

Jacksonville Road was known as "the road leading from the old Dutch church on the Plains to Boonetown." It is said to have acquired the name Jacksonville from the fact that when Andrew Jackson ran for President in 1828 nearly everyone along it voted for him.

Sunset Road, Pompton Plains, running into Jacksonville Road was declared a public highway as early as 1774. Until the beginning of the 20th century Pine Brook Road where it joins Chapel Hill, instead of going to the top of the hill swung around the base of the hill continuing on to Hook Mountain and Horseneck. Beaverbrook Road was not opened until 1870 or 1871. The Boulevard in Pompton Plains was not opened until sometime after 1900. Park Avenue is shown on an 1850 map. Boonton Road or Turnpike was in existence before the Revolutionary War and was a dirt road until around 1910. These were the only roads until after the Civil War. Under the Comly administration an attempt was made to establish some order to the naming of streets, but it was not until a few years ago that many streets with duplicate names were renamed. It is said that at one time there were four Maple Streets in different sections of the town. Many early deeds refer to the hills along Jacksonville Road as Wachow Mountain.

The account book of the tax collector in Beavertown for the year 1859 shows in part the following expenses:

"For work on road district 32:

2 men, 1 boy and team, one day .....	\$3.50
1 man, 1 team, one day .....	\$1.00
3 men, 1 team, one day .....	\$4.00

In Beavertown that year there were 26 taxpayers and the highest amount was for \$26.45. As a result of the Civil War taxes in 1868 had increased on this same property to \$73.99.

## *The Canal and Railroads*



The Morris Canal as it looked from Chapel Hill Bridge westward. Berry's bridge, located about where P.A.L. building now stands, is in distance.

The first event to effect the development of this area was the building of the Morris Canal.

The idea originated in the mind of George McCulloch of Morristown. While on a fishing trip to Lake Hopatcong he recognized the possibility at this point of raising the waters of the Musconetcong River and having a flow of water eastward to the Hudson and westward to the Delaware, the elevation at this point being 900 feet above sea level.

There was an urgent need at the time for some better and cheaper means of transportation for the numerous mines and forges of this mountainous region. The growing scarcity of timber used in the operation of the forges made fuel and transportation costs so high that it was difficult to compete with other localities where these costs were lower.

Mr. McCulloch conceived the unique idea of raising the canal boats by means of inclined planes for the greater lifts and using the standard method of locks for the lesser lifts. In his preliminary surveys of the

problem confronting such a tremendous effort, he resorted to the advice of two men who had been instrumental in building the Erie Canal across New York State. These men were Cadwalder Colden and Governor DeWitt Clinton of New York.

The state of New Jersey refused to participate in the venture. A private corporation was formed in 1824 with a proposed capital of one million dollars and the right to increase it to one million five hundred thousand dollars if necessary. It was also given the right to issue its own paper money under certain conditions.

The canal route was surveyed and the cost estimated by Major Ephraim Beach. Work was started in 1825 and the canal was completed to Newark in 1831. The opening was marked by gala ceremonies along the entire route. Several years later it was continued to Jersey City.

The canal itself was 25 feet in width at the top, 20 feet wide at the bottom, and four feet deep. One bank was the tow path and the opposite side was called the berm. Including the Pompton feeder, from the Delaware River to tidewater at Jersey City its length was 106.69 miles.

The freight rate on ore was  $1\frac{1}{2}$  cents per ton per mile.

The eastern division had 12 planes and 17 locks raising a boat 914 feet. The western division had 11 planes and seven locks. The highest lift by plane was 80 feet — the one at Boonton and another at Drakestown. Lock No. 13 was at Beavertown. At Little Falls, Mountain View, and Denville, the Passaic, Pompton, and Rockaway Rivers were crossed by means of aqueducts.

A prospectus of the canal, printed in 1835 gives distances as follows:

“From the center of the bridge at Meads Bason to Van Houtens 1.64 miles. From lock #13 at Van Houtens to plane #10 Beavertown 1.69 miles. From the Passaic to Beavertown 26.23 miles. From the Delaware to Beavertown 64.42 miles.”

At Powerville (Boonton) the boats were pulled across the Rockaway River, the mules traveling over what was known as the Mule Bridge— (for mules only!) A turn about trip across the state required ten days.

Financial troubles followed the canal's opening, and the Dutch, who held a first mortgage for \$750,000, foreclosed. The canal was sold to new interests. The state of Indiana, holding a second mortgage, and the stockholders suffered a severe financial loss.

What the building of the canal meant to the countryside through which it passed may be illustrated by the following advertisement which



appeared in *The Morristown Palladium of Liberty* under the date of June 28, 1836:

### BOATMEN

"The subscribers wish to employ hands and mules sufficient to run 150 boats on the Morris Canal for the season. The boats will be furnished already loaded at the summit of the plane at Port Delaware opposite Easton. Good wages will be paid and no detention to be used in unloading at Newark. None of the wages will be held back for security of performance as the price paid will be sufficient inducement for persons running boats to hold on the season. All the subscriber wants is good hands and they shall be paid promptly. Industrious men can earn by the above arrangement from \$60 to \$70 per month for themselves, boy, and horse. The canal is now in permanent order. Applications to be made!!

William C. Dusenberry  
and Co.  
Port Colden

Another advertisement in the *Palladium* dated June 25th, 1828, reveals the anticipated impact of the canal upon the communities along its route.

### Dover Store for Sale

"Upon the completion of the canal Lehigh coal will be brought to the village at a very cheap rate and the communication to the New York market being opened the great and important advantages which will result there from are sufficiently evident etc."

In the actual building of the canal any farmer who needed some hard cash could take his team of horses or yoke of oxen and earn a day's wage. Numerous small communities along the right of way sprang into existence and new names began to appear, names like Meads Basin and Beavertown. There was also a stop halfway between known as Van Houtens. The canal brought into these communities new faces many of whom when the canal was completed decided to remain. General stores, lumber, coal and brick yards sought locations along the canal as these commodities in addition to iron ore were the principal cargoes carried by the boats. A saw mill, grist mill and general store were built in Beavertown along the canal near the Montville plane (Towaco) and close to where the railroad is now located. Plane No. 10 started here and carried

Morris Canal Aqueduct, Top View. Lincoln Park, N. J.



At Mountain View the canal crossed the Pequannock River. The bridge was used by the canal mules.



Boat about to be pulled up a plane—picture taken about 1896 at Rockaway.



View of Plane #10 at Towaco-Lincoln Park line and close to the railroad tracks. This point was also the terminal for cars carrying peat from the Bog and Vly.



Looking toward Montville from top of Plane #10.

boats up to what is now route 202 or Boonton Turnpike. Traces of the canal can still be seen at this point. The general store was operated by the grandfather of Mr. David Benjamin, Sr. and the cash book for the year 1859 shows some interesting retail prices:

1 lb. Butter .....	20c
25 cigars .....	Per Bundle 20c
7½ lbs. Veal .....	60c
1 lb. Coffee .....	16c
1 pr. Shoes .....	1.25
1 doz. Eggs .....	16c
6 qts. Milk .....	18c

When considered in the light of prevailing wages of \$1.00 per day these prices do not seem so ridiculous.

There was a goodsized basin at this place for the boats to pass as well as to load or unload cargo. Also a large shed for the canal mules to feed and rest while the boats were tied up for the night. This was also the terminus for loading peat moss brought from the Bog and Vly in cars running on rails and drawn by mules or horses, long before the Lackawanna started operations. It was also the favorite swimming hole. Lock No. 13 was located about 2500 feet from where Ryerson Road touches route 202. A basin was located here and for many years the only store in town was operated by William Maines and later his son Henry. A shed for the canal mules was here and not far away a boarding house for the canal men. The house had known better days. Socially prominent people from New York and New Jersey had enjoyed its hospitality and at formal functions fashionable livery, top hats and white kid gloves would be much in evidence in company with the latest in feminine fashions.

The canal boat moved no faster than the walk of the mules pulling it. The mules were driven tandem style and not in teams. It has been stated that the burial ground for the mules was on what is now the seventh hole of the Rockaway River Country Club at Denville. At frequent points along the canal were basins where two boats could pass, tie up or unload cargo. As the boat would approach a lock or plane the captain would stand on top of the small cabin and blow a horn, frequently a crouch horn, which would be a signal for the gate or plane keeper to make ready to receive the boat.

At the top of each plane stood a small building housing the machinery for pulling up the boat. A window gave a clear view of the canal in both directions. The favorite swimming holes were nearly always under the road bridges crossing the canal. The hole was generally out of sight



from the road and if you didn't have your underwear on you could still enjoy your swim.

The tow path was wider under the bridges and huge 12 x 12 timbers acted as bulkheads. Pickerel and perch were in the canal and anyone familiar with the canal will never forget the water snakes.

The most prosperous days of the canal were before the Civil War.

The mention of planes recalls to memory a trip across the state on the canal in 1914.

The writer, then living in Jersey City, and another young lad had heard such a trip was a fine experience. We wanted to start out on the edge of the wide open spaces so we shipped a 20-foot canoe to a place called Mountain View. Our equipment consisted of everything but a tent and the kitchen sink. We had provided ourselves with a goodsized piece of cheap, green mosquito netting to protect ourselves from the mosquito which enjoyed an international reputation. We landed our canoe, passed the first lock and paddled blissfully along through what was Lincoln Park (only we didn't know it) when suddenly the canal ended.

No one had told us about planes but it didn't take us long to figure out that if we were to travel the canal we were expected to carry the canoe up the hill facing us. That meant two portages and it was some

"Carrying a 20-foot canoe and baggage up and down planes was no light task."



This scene at Rockaway around 1865 could have been duplicated at many places along the canal until the 1880's.



Berry's Bridge stood about where P.A.L. building now stands.

task for two not too husky lads from Jersey City. The first night we camped out in the middle of a little-traveled road about a mile outside Boonton. When we awoke, or rather when sunrise came, we looked at each other in amazement for our faces and hands were green!! The dew and the heavy mist had caused the dye of our mosquito netting to run. Then it started to rain for several days, but we slept under the bridges. It would perhaps be better to say we camped out for I doubt if we slept much the first couple of nights, the ground being a bit different from the feather beds we were accustomed to at home.

There was only an occasional canal boat passing thru the canal in that year but it was a favorite trip for small motor boats. These would use the locks and planes, paying tolls so much per mile. On one occasion we were allowed to use the lock with a small motor boat as companion. It was quite a sensation to be enclosed within two stone walls about twenty feet high and to have the gate shut with a rush of water bouncing the canoe up and down like a cork with no way of escape. It was risky but we did not realize the fact until too late. The round trip took two weeks. The year and the month are registered in mind for just as we finished the trip we purchased a newspaper and learned of the war breaking out in Europe. Little did either of us dream that within three years to the same date we ourselves would be in France, members of the U. S. Army.

Railroads began to make their appearance felt after 1865 and began to threaten the very existence of the canal. In the original charter the

state waived all taxation on the waterway and stood by its contract until 1886 when it began to assess. From 1876 onward the canal never paid for its operation. The Lehigh Valley Railroad in 1911 claimed that in the 40 years it had operated the Canal it had paid ten million dollars more than it had received.

In 1923 the canal was officially abandoned and title reverted to the state, or in certain instances, back to the original owner of the right of way.

The inadequacy of the Morris Canal became more apparent when winter locked in the canal boats. Travel to New York City meant a miserable ride across the Jersey meadows by stage coach. Paterson, much dependent on the weather-dominated canal, in 1828 had applied for a charter to build a railroad to New York but had been defeated by the canal lobby. It did, however, in 1831 receive the second charter in the state, the first being the Amboy and Camden railroad. It was known as the Paterson and Hudson River railroad. The first section from Paterson to Acquannock (Passaic) was open by June, 1832 when 33 double-decker cars carrying 30 passengers a piece made the four-mile trip behind "fleet and gentle horses" in the astounding time of 15 minutes.

The third railroad chartered was the New Jersey Railroad and Transportation Company on March 7th, 1832. The object here was to furnish transportation from Newark to Jersey City. Both railroads found written into their charters that anyone with similar carriages could use the right of way on payment of a fee of \$.03 per mile per ton of freight or single passenger.

Three great problems confronted these roads reaching out for Jersey City:

- 1—The Passaic and Hackensack rivers which required draw bridges.
- 2—The meadows, much of the time covered with tidewater.
- 3—Bergen Hill astride any route and impossible for the locomotive power of that day.

All three problems were solved by:

- 1—The railroads bought out the Hackensack and Passaic Bridge Company which controlled exclusive bridge rights across the rivers.
- 2—The meadows were conquered at tremendous cost by sinking thousands of great cedar piles in the swamps.
- 3—The greatest problem of all was the high hills bordering the west side of Jersey City at the edge of the meadows. At first the

cars were pulled over the hills by horses, but by 1838 a cut through was made by a joint effort of both railroads.

Paterson received the first locomotive from England in 1835 and its first run was well advertised and the cause for great celebration in that city.

The railroad was very careful to point out that horsedrawn cars would be available for the more cautious. The first week the Newark to Jersey City line was opened it carried 2,026 passengers all drawn by horses. The second week it carried 2,548. The fare was 37.5c one way. Coaches often ran off the tracks and passengers felt it their duty to help put them back on the rails. The first rails were of wood with metal straps on top and the ties were of stone.

The difficulties of getting from Newark to New York City can be easily imagined from the following advertisement in *The Democratic Banner*, Morristown—May 26th, 1838;

Stephen Condict and Co.  
Newark and New York Steamboat Line.

“The fine, staunch, fast passenger steamer “Chicopee” Captain P. Ryan, is now running her regular trips three times a day between Newark and New York foot of Dey Street and at Bergen Point (Bayonne) leaving Center Street wharf Newark at 7:12 A.M., 11 A.M. and 4:30 P.M., passengers 13c.”

Bergen Point was a pleasure resort in what is now Bayonne opposite Staten Island on the Kill Van Kull. While men were still not sure a railroad could be operated profitably on the level ground there was agitation for a railroad to run to the small villages of Orange and to Summit or Madison. Under date of October 15th, 1836 the following advertisement appeared in the *Jerseyman*:

“Notice is hereby given that application will be made to the ensuing session of the legislature of New Jersey for a charter for a railroad from Orange in the county of Essex through the townships of Livingston and Hanover to some point on the Morris Canal in the county of Morris.”

Thus was created the Morris and Essex Railroad which in the course of the years and after several financial battles was consolidated with the Delaware, Lackawanna, and Western Railroad which sought to reach tidewater for its coal from Pennsylvania.

In order to compete the Lehigh Valley Railroad leased the Morris



Canal in 1871. What it wanted was not the canal itself but 60 acres of valuable waterfront in Jersey City.

Paterson became the most important center in the country as a manufacturer of locomotives. Locomotives built by the Rogers Co. were known all over the world where railroads were in use.

"The General," the famous locomotive captured by Union troops and chased by the Confederate army across the state of Georgia, was built in Paterson in 1856. "Grandpa Crooks," another famous locomotive and the first one to run west of the Mississippi was built by the Grant Locomotive Company in Paterson. It served 78 years and is now a museum piece. "The American," built in Paterson in 1867, won the Grand Prix at the Paris exhibition in the same year.

During the civil war the combined production of the Paterson locomotive factories was one every working day, a notable production record. In 1881 the city boasted it had turned out over 5,000 locomotives. By 1904 however, the industry had practically vanished from Paterson and the city was rapidly becoming the most important silk manufacturing center in the country.

For several decades following the civil war life in Beavertown followed the usual pattern of a small rural community.

The Lackawanna Railroad which had been extended from Denville to Boonton, in 1870 extended its line to go through Paterson and thence to Hoboken.

At first only freight was carried but on Dec. 14, 1870, the first passenger train stopped at Beavertown. The following year the name was changed to Lincoln Park.

The first railroad station was a small affair and stood on the westbound side of the tracks. Harry Hinchman was probably the first Station Master.

A water tower stood nearby from which the locomotives pumped water from the Beaver Dam Brook.

An advertisement in the *Paterson Daily News* under date of Jan. 31st, 1871, shows the following Lackawanna time table:

Leave Beavertown 8:35 A.M. Arrive New York 10:00 A.M.

Leave Beavertown 3:31 P.M. Arrive New York 5:00 P.M.

There were two return trains.

In this same issue appears the advertisements of the Passaic and Little Falls Horse Railroad and the Paterson and Passaic Horse Railroad.



The Railroad station before elimination of the grade crossing.

The January 28th, 1871, issue of the same paper carries the following bit of news:

"The rails are laid on the Midland Railways nearly as far as Pompton." Three days later appears the following bit of gossip news that: "Mr. Charles F. Johnson of Pompton Township has sold for \$25,000.00 his farm for which he paid \$8,000 a few years ago, one of the effects of the new railroad building thru the section." With no capital gains tax in those days not a bad transaction!

The Midland railroad was afterwards to become a part of the Erie system. This part of it was known as The Montclair Railroad. It was not opened for passenger traffic until 1872 and operated two trains daily between Hoboken and Midvale and return.

Time card #1 reads in part:

"all trains must come to a full stop before crossing the tracks of the N. J. Midland and D. L. and W. R. R. At Pompton and Mountain View crossings the ball will be raised as a signal that trains have the right to go across."

The cash book of Abraham Ryerson for the year 1870 shows that it cost him \$1.20 to travel from Jersey City to Meads Basin and return. At the time he was warden of the Hudson County jail at Jersey City. It would be interesting to know how the trip was accomplished for at the time neither the Lackawanna nor Midland were operating passenger service. The cash book also shows it cost him \$4.50 to move his household effects from Beavertown to Jersey City.

Later Mr. Ryerson became sheriff of Morris County. He lived to be 102 years of age, the last surviving veteran of the Civil War from the

Paterson area. Some of our older residents recall the famous watermelon parties he gave each summer. Upon the occasion of his 100th birthday in 1942 the American Legion Post #279 gave him a birthday party attended by over 600 people from various parts of the State.

*Killingers Gazette*, published in 1887, describes Lincoln Park as follows:

“A post hamlet in Pequannock Township and Morris County on the Delaware, Lackawanna and Western Railroad, eight miles west of Paterson, its nearest banking town. It has a saw mill and express office. Population 100.”

In the early 1880's the local folks, when they needed shoes, drove to a Mr. Stone's place at the fork of the road in Peace Valley. Mr. Stone made shoes for the whole family.

In 1880 there were less than 2,500 people in the entire township of Pequannock.

The first post office in Beavertown was opened on Feb. 6, 1871, and on Feb. 25, 1872, the name was changed to Lincoln Park. Mr. David Benjamin was the first postmaster. Previously residents had to go to Meads Basin for their mail.

A post office had existed at Meads Basin as early as 1825. In 1871 Meads Basin became known as Mountain View. It has been impossible to ascertain where the first post office was conducted but it is believed to have been in Mr. Benjamin's home. Then it was in the railroad station for a number of years. For a short time around 1895 it was in the Comly factory. Then it went back to the railroad station until 1908 when it was removed to the store operated by Mr. Lowell Zeliffe, the only store in town at the time.

This was the typical small country store. One of our older residents recalls how, as a little girl, she used to help herself out of the big cracker barrel which stood at the end of the counter. Barrels of kerosene, whiskey and molasses were nearly always the stock in trade of the general store. Most farmers bought their flour by the barrel. Sugar and butter were sold in bulk and not packaged as is the custom today. This building which stands in the center of town has at various times been used as a store, post office, butcher shop, church and the second floor for a short time housed a barber shop and pool room.

From the Zeliffe store the post office moved back to the railroad station where for 40 years Mr. John Comly was station master, 18 of which he was also postmaster. In 1923 the post office was moved to the store operated by Mr. Joseph Crane, next to the Firemen's Hall. From the

Crane store it went to a building occupied until recently by the Building and Loan Association. After a short time at this location it was removed to a building next to St. Andrew's Church where it remained until the present post office was opened in 1960. The reason for the many changes of location was due to the fact that until the Hoover administration the appointment of a small town postmaster was a political one and the office went into the home or place of business of the appointee.

Before the Lackawanna commenced operations if one wanted to travel to Paterson, which has always been the main shopping center for Northern New Jersey, he drove to the Hamburg Turnpike where he took one of two stage lines running between Butler and Paterson. This stage had wooden seats along the sides, the passengers facing each other. The driver knew most of his passengers by name and one of his duties was to pick up and deliver packages en route. He would even make purchases in the city for some of his better-liked customers.

If Newark was the destination the traveler drove to Boonton or Parsippany where he took the stage which made three trips a week between the two places. To make this trip one got up before daylight in order to catch the stage. A traveler could of course always take a canal boat but that was indeed a slow journey.

In winter a favorite sport was to skate to Paterson or Newark on the canal which could be accomplished in one day.

In 1870 Mr. John Comly moved to Beavertown and built what was probably the first factory in town. It was a two-story brick building in which were made copper or brass rolls used in the printing of cotton and gingham fabrics and in later years wall paper designs. It continued to operate until around 1914.

The Comly family from this date on (1870) took an active part in local affairs. Samuel Comly, the grandson, was the first mayor to be elected to a full term of office.

The size of Beavertown in 1872 may be imagined from a news item appearing in *The Morristown Democratic Banner* dated Feb. 2nd, 1872. The news item after describing a notorious murder affair at Whitehall in which the local church congregation attempted to prevent the burial of the murderer in the local cemetery, reads as follows:

"Whitehall is a little country hamlet of a dozen houses and the proverbial blacksmith shop, the whole being about four miles from Meads Basin."

Towaco has been called by various names during the past 200 years. Tahwaughdaugh, from which the present name is derived means "Land



of the Foothills." Records around 1738 refer to it as Waughaw. When the Lackawanna was built one side of the tracks was called Whitehall and the other side was known as Glenview. The name Whitehall originated from the fact the store and other buildings were all painted white.

The first sub-division into lots and streets in town occurred in 1872 when Mr. John H. Johnson filed plans in Morristown for a development on what was then the farm of Mr. R. Cooper which lay mostly between what are now Ryerson and Comly Roads and the Beaver Dam Brook and Pequannock River. The streets shown on this map are: Lincoln, Pequannock and Park avenues and Morris, Cooper, Franklin, Riverside and Howard streets. Shortly after the Revolutionary War most of this land was the farm of Samuel and Jacob Berry. Samuel Berry and his wife Susan were both buried on the property but in the course of time the stones were toppled and all signs of the graves have disappeared. A neighboring farmer salvaged the headstone of the grave of Susan Berry and it shows the burial as 1829. The Berry homestead, built of stone, stood until recent times and was replaced with a frame dwelling.

An 1850 map of Beavertown shows five out of six families living along Ryerson Road were called Mandeville.

Adjoining the Berry farm but lying mostly south of the Beaver Dam Brook was the Jerimiah De Hart farm dating back to the Revolutionary period. An older resident recalls that in the big flood of 1903 a boat was rowed through the front door and out through the rear. Mr. Newton De Hart who owned the place at the time saved his livestock by driving them to a rise in the terrain toward the railroad tracks.

The 1850 map shows that five out of seven families living between Chapel Hill Road and Two Bridge Road along Pine Brook Road were named Budd. Only one of the houses still stands but the foundations of two can still be found on the east side of the road just beyond Chapel Hill. Along Chapel Hill four families were named Dodd.

While it has been impossible for the writer to find out just why and how the changing of the name from Beavertown to Lincoln Park took place, it has been said by one of the older residents that the developer of the Cooper tract was responsible for the change. The time being shortly after the Civil War, the name Lincoln was a popular one and the appendage Park probably sounded good for promotional purposes.



The Chapel Hill School in 1891. Some of the students still reside in town.

## *Schools*

Munsell's *History of Morris County* states a log cabin school stood at Beavertown before the Revolutionary War. In 1806 it stood on the east side of the road leading to Pompton Plains. After a few years it was moved to a site somewhere along Pine Brook Road about a mile from Beavertown center, that being a more thickly populated section. There is a spot just after leaving Chapel Hill which looks like it might be the place. In 1838 a new site was selected at a location now occupied by the present school. Even in those days a controversy took place as to a new location. One of those present declared that "as a boy he had attended that school traveling all the way from Pequannock and he was teached good and didn't see why it should be changed." When the original school house on the Chapel Hill site was replaced by a two-room building in 1872 it was removed to a spot in back of where Doctor Born's house now stands and in the course of time has disappeared.

The beautiful elm trees which until recent years stood in front of the school were planted by Mr. Budd who was one of the school trustees and who, as he passed by, always admonished the children to take good care of the school property.

A school was maintained at Jacksonville before 1825 and was replaced in 1854 by a new building which was used as a school until early in the 1900's. The building still stands near the Hartley Farm, being used as a residence.

The Beavertown School in 1890 had about 40 pupils. Mrs. Andrew Hageman (Anna Sloan) recalls how she and a Mr. Sam Axford, who later became an executive with the telephone Company, drove around the countryside soliciting funds for the purchase of a new school organ. They collected \$45.00. In the early days the amount of school aid received from the state was very small and the quality of the school depended in

large degree upon the particular district of the township in which it was located.

The subjects taught were reading, writing, simple arithmetic, some geography and history. McGuffrey's reader was the standard text book and covered the rules for reading, grammar and speech. The *Holy Bible* was taught in every school not only for religious instruction but for its literary value and no one ever dreamed of questioning its use.

The student often had to walk three or four miles to school and did so in all kinds of weather. Mrs. Grace Comly (Mandeville) recalls how at the age of four and a half she walked two miles over the hill to the Towaco school in the company of her elder brother.

The schoolmaster, nearly always a man, was no better than his ability to handle the biggest, toughest farm boy in the school. He generally was boarded out at the various farmhouses and often his qualifications to teach were doubtful. Despite all this some of the finest minds in the country received no higher education than in the little one room school.

To supplement the public school it was common practice to send the male student to an academy generally located in the nearest good-sized town. Here the teaching was of a higher calibre and more advanced subjects were taught. The student paid for his tuition and if not too far away drove back and forth from home each day. The academy was the forerunner of the high school of today. Pompton Plains had such an academy known as "The Union Academy of Pompton Plains."

In 1923 when the new school was built the old one was moved to a lot next to the school where it continues to do good service as a residence. For several years previous it had been necessary to conduct the first to fifth grades in one class room on the second floor of Firemen's Hall. One teacher taught all five grades and the room in winter was heated by a large potbellied stove. Miss Peggy Miller was the teacher.

When the new school was opened an organization of parents was formed known as: "The Home and School Association." This was the forerunner of the P.T.A. Its activities extended beyond the school and included help to the struggling library. Another of its projects in conjunction with the American Legion Post was the purchase of musical instruments for a school band.

The present Chapel Hill school stands on three different parcels of land. The first tract was deeded to Beavertown by John Dodds in January 1838, for a consideration of \$50.00. The second tract was deeded by William Mains and wife in November, 1872, for a consideration of fifty



dollars and both deeds carry the stipulation that if ever used for other than school purposes title reverts back to the estates. The third parcel was purchased from Sarah Pierson.

By 1922 the little school house had outlived its usefulness. The *Lincoln Park News Letter* under date of July 1922 carried the following advertisement:

“On August first you will be asked to vote on an appropriation of \$58,000.00 for a new eight-room fireproof school. Bonds to mature in 40 years.”

Miss Vreeland was the first principal of the new school and also taught the first grade. After two years she was succeeded by Mr. R. L. Bowers who was principal until he retired in 1959. The other teachers were: Misses Blaine, Drake, Miller and Francke.

The first Board of Education consisted of the following members: Mrs. Harriet Headley, President, and Messrs. Blackman, Smith, Aikman, Dahn, Davenport and Villoresi.

The school budget for the year July 1, 1923 to July 1, 1924 was as follows:

Salaries, 6 teachers .....	\$ 7,400.00
Janitor .....	600.00
Custodian .....	50.00
Attendance officer .....	50.00
Medical inspector .....	150.00
District clerk .....	100.00
Transportation, High School .....	1,600.00
Tuition, High School .....	4,775.00
Books and Misc. ....	450.00
Light and Power .....	100.00
Insurance .....	325.00
Building repairs .....	200.00
Fuel, coal and wood .....	500.00
	<hr/>
	\$16,300.00

That year 24 students were sent to high schools at Paterson, Montclair and Boonton.

By 1929 suitable school facilities again became a problem. The school enrollment had increased from 187 in 1923 to 344 in 1929. The

State Commissioner of Education in 1928 had submitted the following recommendations:

- 1—Purchase immediately a new site in the Mountain View section.
- 2—Purchase immediately additional land adjacent to the present school site in order to provide ample play space and permit expansion of the Lincoln Park School.
- 3—Erect immediately a building of four class rooms in the Mountain View section. This building of four class rooms so planned and arranged that additions may be made to it, if the school population of this section should warrant it.

In a referendum voted upon March 1929 the proposition was defeated 234 to 363.

A new proposition was submitted to the voters which would provide for an addition to the existing school building giving four more class rooms, an auditorium and gymnasium at an estimated cost of \$65,000.00. A special election to vote upon the bond issue was held on November 12, 1929. It carried and the new addition was opened in 1931.

In 1949 it was necessary to add an eight-room addition to the school. Temporary rooms were being used in Thorpe Hall of St. Andrew's Church and again in 1951, 1955 and 1956 at the Reformed Church. In 1960 the Ryerson School was opened. In 1961 the enrollment at the Chapel Hill School was 670 students while 394 attended Ryerson School. Three hundred local students attended Boonton High School and 11 students attended technical and vocational schools.



Picture taken in the 1936 flood at Route 202 and Riveredge Road.

## *The Turn of the Century*



A 1912 scene on Boonton Turnpike near Main Street. The Farmers' Hotel is at the extreme left.

In 1900 Lincoln Park was still a small rural community. There were at the time fewer than 38,000 automobiles in the entire United States. It would be three years before the Wright Brothers made the first heavier-than-air flight. The horse and buggy were still the most popular means of travel for short distances. Instead of service stations every town had its blacksmith shop and in the larger towns one or two livery stables took the place of the garage. There were no movies, radios, vacuum cleaners, safety razors or income taxes. Electric lights or telephones were to be found only in the large cities and in the homes of a

few wealthy families. There was not a house in Lincoln Park with running water (unless in the cellar.) A haircut cost 15 cents and permanent waves were unknown. Parcel Post was unknown. In 1900 it was estimated that 60% of Morris County was rural and only four counties in the state had more acreage in farmland.

Construction was commencing on the Boonton reservoir dam and the old town of Boonton with its historic Ogden Manor was in process of being razed. Some of the old stone walls and foundations could be seen during a recent drought.

Life moved along tranquilly in Lincoln Park, broken perhaps by some incident along the canal or river. There was for instance the time when a sleek, chauffeur-driven car with its owner from New York went into the canal. The doctor was hastily summoned from Pompton Plains and both occupants survived wetter and wiser. At another time a wagon-load of pianos from the big city missed the turn near the canal lock and wagon, pianos, horses and driver went into the water. Lots of excitement but nobody in town had an unexpected piano in the parlor. Around 1900 one of the exciting things to do was to drive or walk to Singac and ride the trolley line into Paterson. The fare was a nickel. On Sundays crowds would ride these trolleys out from Paterson to the wide open spaces around Singac for a day's outing. Canoes and rowboats could be rented and trips taken up the Passaic or Pequannock rivers.

Old Man River has always been here and periodically it has through the years been a threat to those living along its shores. Records show serious floods in the years: 1810 - 1819 - 1860 - 1865 - 1873 - 1882 - 1895 - 1902 - 1903 - 1919 - 1936 - 1943 - 1945 - 1951 - and 1955. During the flood of 1882 the canal bank at the lock and along the Benjamin farm was washed out causing considerable property damage and several lawsuits. The most serious flood in the 20th century occurred in 1903 following a flood the previous year. In the 1902 flood Paterson also suffered a fire which wiped out a large portion of its business section. Damage in the 1903 flood amounted to nearly \$100,000,000.00. It inundated 35,000 acres to depths of 10 to 15 feet. The bridge connecting Mountain View and Lincoln Park over the Pequannock river was washed away. The bridge had been built in 1831 and the one which replaced it was only recently replaced by a new bridge.

Ryerson Road for its entire length was covered with from three to five feet of water and the Lackawanna Railroad embankment was undermined and collapsed. As early as 1781 the State legislature had enacted a law for control of the Passaic between Little Falls and Chatham. During the ensuing years it has been the subject of study by Federal,



State and private interests but the problem is still unsolved. The same is true of its tributaries. After the 1902-3 floods considerable blasting was done at Two Bridges to remove the ledge of rock at this point.

The newspapers of December, 1878, carried a thrilling account of a farmer who attempted to ford the Passaic with his wagon and team of horses. They failed to make the opposite shore and to the horror of spectators lining the shore were rapidly being swept to certain destruction at the Paterson Falls. However a quick-witted spectator whipped up his horse and drove to the bridge over the falls. He removed the harness from the horse and dropped one end over the railing. The man was able to grasp the harness and was pulled to safety. Horses and wagon were lost.

The Pequannock Township treasurer's report (Samuel Bogert) for the year ending 1899 showed receipts of \$4,612.62, all bills paid and no debts. Balance in treasury \$1,145.53. Population of township around 3,000. School taxes received from State \$1,534.60.

Paid out:

Poor account (8 cases) .....	\$ 117.21
Snow Bills (14 persons) .....	651.92
Road Account .....	2,622.28
Sheep Account .....	36.00
Misc. Bills .....	1,185.21

This was for the entire township of Pequannock which was divided into 19 road districts and two election districts. There were 190 individuals reported for delinquent taxes the largest single one in amount of \$61.70 and the lowest forty cents. One hundred fifty three of the delinquent bills were for less than \$5.00. In those days the names of people on relief were published in the report.

Local farmers from this vicinity would start before daybreak three days a week and with their wagons loaded with produce, poultry or eggs start for the Paterson public market.

At first this market was on Market Street but was moved to lower Main Street and then Grand Street. About 1890 when the market was located on Main Street a city law was passed that no cart or wagon could back up to the curb before 10 P.M. When the town clock struck the hour there would be a mad scramble to secure a good stand for business.

In his book *The Passaic Valley*, John Whitehead (1901) describes Lincoln Park as follows:

"Beavertown, now called Lincoln Park is in the extreme northeast corner of the township and on the line of the Pequannock River."

nock. It is a hamlet of considerable antiquity but it is impossible to fix any date for its first settlement. It has undoubtedly shared in the impulse which sent Hollanders from Manhattan into the valleys of the Hackensack and its tributaries and at first was one of the outposts of civilization. Holland names abound in this locality especially that of Zeliffe. It has a large portion of the Great Piece Meadows on its southern border and the Bog and Vly meadows on its north. A station of the Delaware, Lackawanna and Western Railroad which passes through the village and a post office are established. The public school of the district called the Beavertown is also built here. The Reformed Church of Pompton Plains has erected one of its Chapels at the village and is successfully sustaining this appliance of Christian worship.

“The village has possibilities for growth in the future and is feeling the impulse which is awakening such localities to the advantages of their situation.”

In 1900 if an officer of the law was required you hitched up the old mare and drove to Pompton Plains to bring back constable Al De Bow of that town.

Prior to World War I the tempo of life began to change around these parts. The children had grown up, married and many who had moved to the city found life in the old home town more suitable for the raising of their children. Also many of those who spent their summers here discovered that, with the advent of the automobile commuting all year round was not undesirable and moved here permanently. They told their friends in the city and they in turn followed them to the country. Still, at the outbreak of the war, the population of the town was less than 400. In 1930 it was 1,831 and in 1940 about 2,400. The late Alfred Mac Laughlin told how, when he moved here in 1914, he lived on Mountain Heights and there were fewer than 20 houses on the entire hill. The water pipes in his house had frozen and twice a day he carried water up the hill from a spring which stood at the bottom of the hill and Boonton Turnpike. The roads on Mountain Heights were really atrocious and it would be 1932 before they were improved.

If you have lived in Lincoln Park over 30 years in all probability you are related either by blood or marriage to one or several of the earlier families. At one time in the early 1900's it was claimed that the balance of political power locally depended upon which of two familiar

named families had the largest number of its members living here at the time.

In 1911 plans were filed in Morristown for a development known as Mountain Side Park and another as Mountain View Grove. A plan for developing Broad Acres was filed the same year. In 1915 plans for a development known as Riveredge were filed. Thus the hamlet was slowly but surely growing into a village and finally a borough.

However, as late as 1930 our town still retained many of the features of a small rural community. The oldtimers could still gather around the old potbellied stove in Mel Van Duynes two-table pool room and swap yarns about the good old days. Mr. Van Duynes gold badge, symbol of his position as a member of the council, was always in evidence attached to his suspenders.

During the year 1916 members of the Episcopal faith and others residing in Lincoln Park began discussions as to the possibility of having their own church in town. At the time there was no regular church service of any denomination held here. Local Episcopalians had to take the train to Boonton, leaving Lincoln Park at about 8:30 A.M. to attend service at St. Johns Episcopal Church at 11:00 A.M. and had to wait several hours for the return trip which arrived at Lincoln Park at 3:30 P.M.

The rector of St. Johns was interested in the establishment of a mission here and on Sunday evening, June 10, 1917 the Reverend Mr. Wilson conducted a service at Firemen's Hall. After the service a congregational meeting was held and a decision reached to apply to the Episcopal Diocese of Newark for admission as an organized mission. Upon permission being granted to form the mission consideration was given to the purchase of a lot upon which to build. The purchase of the old school house was considered but it was finally decided the cost to move and repair it would be too great.

In January 1918 Mr. Victor V. Slates, a student at General Theological Seminary in New York City was placed in charge of the mission. From 1918 to 1921 services were held in the grocery store building of Mrs. Edna Hoagland, formerly the Lowell Zeliffe store. On October 9, 1921 the first church service was held in their own church building.

The church was handicapped for suitable space in which to hold social and other activities, and the need for a parish house soon became apparent. On Sunday, March 3, 1932 "The Robert Thorpe Memorial Parish Hall" was formally dedicated. It was named in honor of the Reverend Robert

Thorpe, the first regular vicar of the church. He had followed the sea for 50 years of his life and was ordained a Priest at the age of 75.

Until the appointment of the Reverend Mr. Thorpe various vicars preached at the mission in conjunction with churches at Totowa and Towaco. In 1950 the church acquired the property on Station Road to be used as a vicarage. With the growth in population plus the energetic and enthusiastic personality of the Reverend Robert Castle the original church building was inadequate in size for its purpose, and in 1959 the beautiful new church building was dedicated.

As previously noted the Dutch Reformed Church at Pompton Plains had maintained a Sunday School at Beavertown and Jacksonville as early as 1847, services being held in the schoolhouse at each place, *The Bell* a newspaper printed at Pompton Plains under date of June 1, 1878, carries the following Reformed Church notice:

Sunday School service at 3:00 P.M.

Beavertown, Mr. Jacob Roome, Supt.  
Jacksonville  
Pequannock  
Pompton Plains  
Stony Brook  
Wayne

Stony Brook was a small settlement North of Jacksonville Road in what is now Kinnelon Borough. Near Stony Brook was a section known as Brook Valley.

From 1882 the Pompton church had maintained a chapel at Lincoln Park. In building it local residents had furnished their ox teams and their own labor. The Sunday School was held there and the Christian Endeavor held occasional services Sunday evenings.

In 1917 local residents desired to have their own church. Permission was accordingly granted by the mother church at Pompton Plains and the Classis to which it belonged. In 1922 a building to be used as a parsonage was purchased and in 1932 the church building was enlarged and remodeled. In 1953 a large addition to be used for Sunday School purposes was built. All of the interior and a small part of the exterior was built with volunteer labor.

Directly across from the Reformed Chapel stood the Union Chapel which held services for several years until it dissolved. The congregation consisted of a small group which had split away from the local church and from the Methodist Church in Towaco. The building some years





Top—St. Andrew's Episcopal Church  
in 1930's.

Center — First Reformed Church  
Chapel in 1917.

Bottom—St. Joseph's Roman Cath-  
olic Church in 1930's.



later was torn down and its lumber used in the construction of a new building near the railroad which is today a tavern. A stone marker on the spot reads:

### “Union Chapel”

1883

After the Union Chapel congregation disbanded the building was used as a dwelling and then the local firemen acquired it as a meeting place. A long horse shed stood near it. On Saturday nights dances were held and couples from as far away as Butler would drive over for the evening to dance to the music of an old fiddler from Paterson. Proper decorum was maintained by constable Munson Zeffe, who was also fire chief, and he promptly removed anyone who got too obstreperous.

It is claimed by those who remember the dances that when too many couples were on one side of the building it would teeter over to that side. They would then dance over to the other side and the floor followed the dancers.

At that time Chapel Hill was a hot and dusty road in summer and very muddy in the spring months. Plenty of “thank you Maams” were one of its features. A bridge of the standard canal type stood at the foot of Chapel Hill with the old blacksmith shop nearby. When Chapel Hill was improved in 1923 a cut was made thru the rocks at the top of the hill reducing the grade. In 1925 the approaches and the bridge were removed.

When the old church building was torn down the firemen and their wives and friends immediately made plans to build their own meeting place. The ladies held pie and cake sales. There were no government subsidies in those days, and a public improvement was obtained through your own efforts to a large degree. Volunteer workers took public subscriptions and sold small bonds. With their own labor the firemen in 1912 erected Firemen’s Hall.

Mention of Firemen’s Hall brings back to many of the older residents nostalgic memories. Many were the dances given by the firemen and the entertainments given by the local dramatic club known as “The Players.” Everybody in town turned out for these affairs and enjoyed a pleasant evening. In 1928 the borough purchased the building taking up the small balance remaining on the mortgage. The building then became known as Borough Hall and many have been the hot, local questions raised and decided within its four walls. The building was vacated by the local governing body when the new municipal building was dedicated on July 2, 1958.

In 1917 a small group of young couples formed what was possibly



The old Blacksmith Shop and Bridge at foot of Chapel Hill.



Chapel Hill in the early 1930s



Comly Road grade crossing, later replaced by viaduct. The large building is presently occupied by the Lowe Engineering Company.

the first purely social group in town. It was known as "The Fellowship Club." For ten dollars per month they rented the fine old stone house which stood where the viaduct now crosses the railroad. The house was torn down in 1936 when the viaduct was built. Previously at this point Comly Road was a grade crossing with gates and a signal tower nearby.

The Fellowship group, aided by other civic minded citizens and led by Mrs. Ella Perry, a librarian by training, conceived the idea in 1920 of a Public Library in Lincoln Park.

Accordingly an association was formed to be known as, "The Lincoln Park Public Library Association."

The first elected Board of Trustees consisted of:

Charles W. Graham, Pres.

Ella W. Perry, Vice Pres.

Irving A. Reycraft, Sec'ty.

Blanche E. Crane, Treas.

Abraham Ryerson

David Benjamin

Jesse MacLaughlin

Mrs. Barnes was the first librarian, assisted by Miss Ernestine Dodds.

The by-laws provided "that all respectable and well behaved persons shall have access to the books, papers and magazines belonging to the association."

Mrs. Barnes, mother of Mrs. Perry, who was living in the old stone house already referred to, generously offered a free room for the library use. By 1922 it was evident the library needed its own home and additional facilities. The Benjamin estate came to the rescue and offered to donate the plot of land on which the library stands today for so long a period as it was used as a library.

Mr. David Benjamin, Sr., donated his services to the erection of the building. The library provided its own funds by means of public subscriptions, card parties and cake sales. It was materially aided by "The Players" group and the "Home and School Association." A loan of \$600.00 was procured through private sources by a mortgage on the building. The loan was liquidated in 1927. It was not until 1931 that any direct financial assistance was received from the Borough Council and in that year \$50.00 was allotted. Since 1934 the amount needed to operate the library has been done with Borough funds. For





First home of the Library. It stood near the railroad station and was torn down in 1935 to make way for the viaduct.

the last two years the allotted amount has been supplemented by means of an annual book sale.

The town has indeed been fortunate in that it has always enjoyed and benefited over the years by the efforts of citizens who have been willing and glad to give freely of their time and labor toward civic improvement. The library is one of their monuments. Today there are over 4,000 volumes on the shelves, with nearly 1,000 books per month in circulation. Many of the books are loaned to the local library by the Morris County Library Association.

By 1922 enough members of the Roman Catholic Church had settled here to justify the establishment of a church. As early as 1890 a solemn mass had been celebrated in the home of Mr. Michael Sloan by the Reverend Father Francis Koch. The Sloans lived near the canal in an early stone house destroyed by fire in 1914. The Shop-Rite parking lot now occupies the site. Berry's Bridge which carried the road over the canal was nearby and was removed in 1925. The house was possibly built after the Revolutionary War but it was certainly occupied by one Francis Ryerson before 1820.

Between 1890 and 1914 local Catholics attended church at Singac or Butler.

In 1914 the first pastor, the Reverend Father Meskill was appointed to serve here and for several years services were held in the studio of Mr. Jules Meliodon, a sculptor of some repute who lived on Comly Road.

On Sunday, Feb. 6, 1921, Father Marcellus celebrated the first mass

in Firemen's Hall with 42 persons attending. Services continued to be held there until the completion of the church building in 1923.

In 1922 Mr. William Curtis of New York City donated one acre of land for the purpose of building and later his son donated an additional acre. Ground for the new St. Joseph's church was broken on "The Feast of St. Ann's Day" Feb. 26, 1922. The first mass in the new church was celebrated by Father Marcellus on June 17, 1923. For several years Catholics living in Pequannock had been transported by bus to Lincoln Park. In 1946 Pequannock celebrated its first mass in the Pequannock firehouse and in 1950 its own church building was dedicated by the Rev. Father Hewitson.

The local church opened its parochial school on Sept. 3, 1952, with an initial enrollment of 101 boys and 70 girls. In 1960 there were 333 boys and girls enrolled.

One balmy summer evening on the Fourth of July 1921 the local residents were enjoying the display of fireworks when apparently a roman candle or sky rocket landed on the roof of the home of Mr. James Comly. The roof being of wooden shingles soon caught fire. Plenty of water was available which could easily have extinguished the fire but the house pump did not work. Efforts to get water at the house next door were equally fruitless, with the result the house was totally destroyed. At the time the town had a fire department but the only equipment consisted of small chemical tanks carried on the back of the individual firemen. As a result of this fire Mr. Irving Reycraft, with a force of volunteer workers, started taking public subscriptions and selling small bonds at 3% for the purpose of purchasing a Ford Chemical truck. While the firemen had a fine meeting place they had no place to store the truck. Arrangements were made to store it at the plant of the New York Millwright Co. which had opened the year before. The arrangement was a good one all around and the boys kept that truck spotlessly clean. It was the pride of the local department and even Mountain View could not boast of its equal. However, there were times when it created problems. Such a time was when, in answer to a fire call on Pine Brook Road, the model "T" had to be pushed up Chapel Hill by the firemen in order to make the grade. At the fire Chief Mueller had his revenge by playfully turning the hose on the crowd of spectators.

The New York Millwright plant was the first goodsized plant in Lincoln Park and was under the management of Mr. Earl Pennypacker who was later a member of the council. The plant stood on the west



Ruins of the old Berry homestead. This house was owned before 1820 by Francis Ryerson.

No. 250	\$10.00
<b>Lincoln Park Fire Co. No. 1</b>	
<p><i>KNOW ALL MEN BY THESE PRESENTS that LINCOLN PARK FIRE CO. No. 1, a Corporation of the State of New Jersey, is held and firmly bound unto the sum of Ten Dollars, lawful money of the United States, which amount has been loaned said Fire Company to be applied toward the purchase of Fire Apparatus and Housing Facilities.</i></p> <p><i>This bond is one of series of 250 bonds, dated August 1, 1921, for a like amount, authorized at meeting of Lincoln Park Fire Co. No. 1, July 18, 1921.</i></p> <p><i>This bond is to bear interest at the rate of 3% per annum; interest payable annually on the first day of August each year.</i></p> <p><i>This bond is redeemable at the option of said Fire Company.</i></p> <p><i>IN WITNESS WHEREOF, the Lincoln Park Fire Co. No. 1 has caused its corporate seal to be hereto affixed and the bond to be signed by its President, Secretary and Treasurer this first day of August, 1921.</i></p>	
LINCOLN PARK FIRE CO. No. 1	
By _____	
President	
_____ Secretary	
_____ Treasurer	

FORM 5.—THE LINCOLN BROWN CO., 45-50 FIFTH ST., N. Y.

Bonds were sold to finance purchase of a fire truck.

bound side of the tracks and was destroyed by fire several years ago. The first real test of the new truck came shortly after its acquisition when the Harris Lumber Co. yard was destroyed. The yard stood where the Lowe Engineering plant is now located. The fire occurred in 1922.

The disastrous fire of 1939 is still fresh in the memory of many residents and will remain so for a long time to come. The fire started on the morning of January 15, 1939, in Mrs. Schneider's bakery on the north side of Main Street. The fire destroyed three buildings housing four stores and apartments with an estimated loss of more than \$50,000.00. The fire departments of Pompton Plains, Mountain View, Montville,



The Main Street fire of 1939. Bottom photo looks east on Main Street.



Towaco and Boonton responded to the call for help and did heroic work in preventing the destruction of the entire business section of town.

There were no fire sirens in the early days. A large iron hoop about four feet in diameter and slung between two posts served admirably. One was located on Boonton Turnpike near the Towaco line and the other near the fire house.

The January 11, 1923, issue of the *News Letter* carried the following news item:

"The members of the Lincoln Park Fire Co. #1 are planning to install an electric siren which can be heard a distance of six miles. They will give two dances the coming month to help pay for it and if anyone has any money to give to it Charles Hoagland, Jr. will be glad to receive it and give a receipt."

Lincoln Park has always been fortunate, even before it became a borough in having an enthusiastic and efficient volunteer fire department. The first volunteer company was organized in 1903 and the first chief was Charles Evans.

In the early hours of the morning during some cold, blizzardy night and the siren blows, before you roll over and go back to sleep pause a second and think of these men who volunteer for this service. It is amazing how quickly they respond to the alarm, no brass bands play, no cheering crowds mark their progress in the night. Possibly the job is ten minutes or again it might be ten hours. At the fire there is no saying "I have to quit now and go on my regular job." They stay until the fire is out and the danger gone. They receive no direct compensation except the satisfaction of knowing they are rendering a valuable public service. Not only in case of fire but in flood time or other emergencies they are always available.

The present Fire Company #1 succeeded to the old fire department in 1925. In 1929 there were 42 members in good standing. Hose Co. #2 in the lower end of town did not come into being until 1947. A small group belonging to the Wayne fire department decided that since they could not respond to a fire in their own town they would organize their own Company. Accordingly in 1948 they purchased three acres of land on Pine Brook Road and built their own building, equipping it with modern fire fighting apparatus. This was all done with their own efforts and voluntary public subscriptions. Both companies are in charge of a fire chief and each company has its own deputy chief.

## *The Borough*

The period 1920 to 1940 witnessed an extraordinary growth and the character of the town changed from a rural village to a suburban community.

From the time of its creation in 1750 to 1921 there had been six divisions away from Pequannock Township, the most recent ones being Kinnelon and Riverdale. The political importance of the township had therefore been greatly diminished. It was not always convenient to go to Pompton Plains to vote although free transportation was provided. The sentimental political ties with township officers meant little to the voters who had only recently come into the township. Citizens of Lincoln Park had been agitating and considering the question of separation into its own borough for several years. The question was a highly controversial one, splitting the dominate Republican party into two factions, with most of the older residents favoring the township form of government. In 1921 authority was granted by the State legislature to submit the question of withdrawal to a referendum. Accordingly, a special election was held on April 26, 1922, with the question being carried by a margin of ten votes out of 502 votes cast, three ballots being thrown out. It is said the vote was running a tie until the last 12 ballots were counted.

A contemporary newspaper states the negative votes came mostly from the West Mountain View section which at the time also had a petition before the legislature for creation of a borough. Paradoxically the voters then turned around and voted into office most of the individuals who had campaigned against the secession. In an election held on June 6, 1922 an interim council was elected consisting of the following members:

Victor Havisser — elected mayor over William M. Coyle  
the vote being 263 versus 246; Samuel Comly, Earl Pennypacker,  
George Riker, David Rushton, Foster Anderson, George Sloan.

Charles S. Wandling was appointed clerk and at the first meeting held in Fireman's Hall, by-laws and a code of conduct was adopted. Elmer Watt, Fred Jackson and James Young were appointed special officers with Watt as chief of police at a salary of \$100.00 per month. Oscar Busse was appointed pound keeper, Grant Earl recorder, Abraham Ryerson collector and Spencer Ryerson assessor.

Borough expenses were financed with tax anticipation notes, \$1,000.00 at a time. Although the political pot was boiling the folks in town still had the urge to attend the festival advertised in the *News Letter* for the month of May 1922.

"The Lincoln Park Orchestra invite all to May Day festivities celebrating Apple Blossom time in the orchard near the Railroad Station on Saturday, May 3rd, at 8:30 P.M."

The March issue carried the following familiar sounding editorial:

"For years the school facilities in Lincoln Park have been inadequate until at the special election last August a new school for Lincoln Park carried by a majority of 62. The legality of the election was contested by a few of the voters of Pequannock Township etc."

The entertainment field was not being neglected as shown by the advertisement appearing in the January 1923 issue:

"Arthur Mac Laughlin and the Donnelly Brothers of Lincoln Park open their moving picture show Friday and Saturday Feb. 9th, and 10th, opening with "Perjury" a William Fox of 9 reels. Also a two reel comedy and news weekly. Matinee Saturday at 3:00 P.M. Admission .25 cents for adults and .15 cents for children. The above show will be at Firemens Hall."

An ordinance establishing the Board of Health was passed on July 10, 1922. The Board held its first meeting at the home of Mr. Harry Comly and the following members were sworn in by borough clerk C. S. Wandling:

Messrs, Harry Comly, Alonzo Gutierrez, Theron Ackerman, Arthur Herrick and John Bassler.

Mr. A. L. Herrick was elected president and Mr. Wandling, registrar. At the very first business meeting three sanitary complaints were received and numerous such complaints have plagued the board ever since although conditions for the last few years have been brought under control. Another problem confronting the board in the early days was

that of campers along the river and what was then called Mountain View Grove. Since they were transients it was difficult to compel compliance with local and State sanitary codes.

At the next meeting in addition to more sanitary complaints two unusual complaints were received. The first, that of a dog biting a horse, and the second, the practice of Lackawanna train crews throwing out dead chickens along the tracks while passing through Lincoln Park. Old Lackawanna commuters will remember the chicken trains and the chicken terminal at Hoboken where the cars were unloaded. At the October meeting a petition was presented with the signers complaining that the ducks on the property of the water company on Northwest Street made so much noise it disturbed their slumbers. This momentous problem was solved at the next meeting by ordering the ducks to be destroyed and the good burghers then went back to sleep.

As early as October 5, 1933, anticipating the future needs of the borough the board passed the following resolution:

"Whereas the water supply of the Borough of Lincoln Park is totally inadequate and whereas the health of certain sections of the community is threatened by the lack of an adequate water supply, be it resolved that the project for construction of a water supply system in the Borough of Lincoln Park as submitted by Clyde Potts, engineer to the Borough council of The Borough of Lincoln Park be and is hereby approved as necessary to the health of the municipality and this board approve same as a necessary sanitary improvement."

Twenty eight years later with more than double the population the problem still confronts the borough. Due to an epidemic of infantile paralysis on Sept. 16, 1931, the board voted to close the school and ban all public gatherings until Sept 28.

In 1927 the first Boy Scout troop was formed under the direction of Mr. Al McLaughlin. Meetings were held in Firemen's Hall.

In 1938 a small group of World War I veterans formed American Legion Post #279, and since that time the post has taken an active part in numerous civic activities, among which have been the sponsoring of several Boy Scout troops and scholarship awards in the public school.

Francis W. Lyman was elected first commander. Its first meeting was held in the basement of St. Josephs R. C. church and thereafter until its own building was built in 1957 its meetings were held in the old Borough Hall.



The Post received its charter on April 14, 1939 and the following veterans were its charter members:

Daniel Jennings	Frank C. Lange
John E. Norris	R. L. Bowers
Clement M. Cottrell	John N. McCoy
Edward T. Bennington	Clarence G. Cobb
Louis G. Green	Edward E. Ebbrecht
Edward C. Green	James S. Meehan
Charles Loehr	Michael Gassman
Harold H. Gassman	Fred Breitinger
Jos. Morris	Sydney G. Inch
Louis Gigliotti	Francis W. Lyman
William Shaw	Fred G. Miller
George L. Green	Harry Schroeder

During World War II the post took an active part in forming the local defense council and civilian police, inaugurating a plan for blood typing of its members for emergency use and busily engaging in other war activities.

It erected the honor roll in the center of town and the roll bore the names of 194 local men, 9 of whom paid the supreme sacrifice. Few small town posts can boast of the record and reputation of Post #279. It has been an asset and a credit to Lincoln Park.

As a sign of progress in 1936 publication of the *Lincoln Park Herald* was started. For a few months in 1882 *The Eagle* was circulated here but its life was as brief as its news coverage. In the early 1920's a good, local newspaper called *The News Letter* was published monthly but suspended after several years. Previous to the birth of the *Herald* the *Butler Argus* was the official town newspaper.

By 1942 two old landmarks located in the center of town had disappeared. The old maple tree had stood in the center of route 202 and Main Street for over 100 years. Each year the matter of cutting down the old tree would come before the council but friends always procured an extra lease on life until finally because it was completely dead, it had to be taken down in 1939. Many travelers passing through Lincoln Park



Main Street and Boonton Turnpike as it looked in 1924. The buildings at left are still standing. The old tree has been removed and the hotel has been replaced by a service station.

remembered the name for one or both of two reasons: The old tree in the center of town or the summons received for some traffic violation. It has been claimed that many an old deed takes the old maple tree as a starting point. The old Farmers Hotel located where the Shell station now stands had stood on that spot since Civil War days, and many were the old canal boaters who hurried up the mules in anticipation of wetting their whistles at the old hotel, owned and operated by Daniel Zeliffe for over 50 years. It witnessed the passing of the ox cart, the horse, the canal and finally prohibition. It was torn down in 1940.

Another old landmark to vanish in the past few years was the building at the foot of Chapel Hill and Boonton Turnpike. For years James Munson Zeliffe's blacksmith shop operated there catering not only to the local farmers but doing a thriving business shoeing the canal mules. With the passing of the horse and buggy it ceased to operate shortly after World War I and in later years was variously used as a lunch room and confectionary store. Many a lad tarried at the old forge on his way home from school. Upon occasion Mr. Zeliffe would fashion a ring for him made from a bright horse shoe nail or better yet would make him a button in an old brass button mold.

Mr. Zeliffe lived in the old stone house at the center of town and had found this pre-revolutionary war button mold under the eaves while doing some roof repairs. The wooden handles had disintegrated upon touching but the brass mold itself was in working condition. The Paterson museum desired the item but it is still in the possession of Mr. Zeliffe's grandson who prizes it highly.

If in the mood another exciting adventure was to be permitted to shoo the flies while Mr. Zeliffe shod the horse. The horsefly switch was generally a horse's tail with the boney part of the tail serving as a handle.

Lincoln Park's greatest growth came with the expiration of World War II. The great industrial expansion which took place in the metropolitan area brought thousands of new residents from all parts of the United States. The returning G. I.'s were getting married and these two factors plus the shortage of homes due to suspension of building during the war created a tremendous demand for new houses.

The first development after the war was in the Ernstville section. Then a number of houses along Route 202 between Mountain View and the center of town and finally Comly Estates. Elsewhere in all sections of the town individual homes were being erected and where ten years ago there were woods and pastures, today we see attractive homes and green lawns.

The growth for the ten years from 1930 to 1940 was 355. From

1940 to 1960 the increase has been 3,500, an increase of 79% since 1950. Today the borough ranks 17th in population in the county. The latest census tabulation shows that 2,518 or five-twelfths of the population live north of Main Street and the railroad. The Borough is nearly seven square miles in area and in 1958 was the sixth largest of 13 nearby communities. At the same time it stood 9th in density of population for the same area.

Anticipating the continued growth and prosperity of the borough one of the Boonton banks in 1958 opened its first out of town branch in Lincoln Park. The rapid growth has also brought with it the problems of proper sanitary facilities and higher taxes, due mainly to the necessity for increased school facilities.

In the course of time these problems will be resolved and Lincoln Park will continue to be what it has been for over 260 years — a mighty nice place in which to live.

From the time of its formation in 1922 the following have served as mayors:

Victor Haviser .....	1 interim term
Samuel Comly .....	4 terms
C. R. Clark .....	2 terms
Thos. A. Kennedy .....	3 terms
Wm. Dixon, Sr. ....	1 term
Carles O. Sponberg .....	3 terms
Wm. T. Wagner .....	2 terms
Walter Brouwer .....	2 terms
Wm. P. Clark .....	3 terms to 1962

Mrs. W. A. Mitchell in the November 1962 election became the first woman in Morris County to be elected to the office of mayor.



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Mr. David Benjamin, Sr.  
Mr. Fred Breitingner  
Mr. Earl Pennypacker  
Mr. Alfred MacLaughlin  
Mr. Harold DeHart  
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